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F753003-0353

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23 September 1947.

MEMORANDUM FOR Mr. Jack D. Neal, Chief,
Division of Foreign Activity Correlation,
State Department.

Subject: PAXTON, Mrs. C. B., Ashland, Ky.

Reference is made to the Acting Secretary of State's
letter to the Office of Naval Intelligence, dated 9 September 1947, mak-
ing inquiries regarding Subject in connection with File TD 800. 79011,
Anelia Ernest Putnam/7-247.

The files of the Office of Naval Intelligence contain a
Western Union dispatch from Subject at Ashland, Ky. to Naval Intelligence
dated 10 November 1945, in which she states "Overheard shortwave indicat-
ing extreme caution officials flying, also 'Mr. Mackay' Pacific frequently,"
/s/ Mina L. Paxton (Mrs. C. B. Paxton).

The files of ONI contain a second dispatch from Subject at
Ashland, Ky. to Naval Intelligence, dated 9 May 1946 which reads as fol-
lows: "Reported code message on telephone line between nine and eleven AM
beginning May seven 1946. Do not know origin have reported near Dayton
Air Field". /s/ Mrs. C. Paxton.

Files of ONI contain copy of a third dispatch from Subject
at Ashland, Ky. to Naval Intelligence dated 3 July 1946 in which she states:
"I am repeatedly contradicted about hearings Anelia Ernest 805 in 1937.
Is it possible in any manner to confirm same." /s/ Mrs. C. B. Paxton.

The files of ONI reflect further that no response was made
to the above dispatches.

GROUP 5

Declassified by: 8/26/69
Per R.M. Harnden EAS 98

H. E. Zeisler.

Copy on
1-11-47
Letter drafted
10-7-47
OCT 3 1947
DEPARTMENT OF STATE

SEP 30 1947
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DEPARTMENT OF STATE A/CDC/123

REVIEWED BY W.V. HALL DATE JAN 2

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In reply refer to

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My dear Mrs. Parton:

The Department refers to your telegram dated July 2, 1947 and to your letter dated August 25, 1947 regarding the reception by you on a short-wave radio receiver during 1937 of messages which you believe were transmitted by Amelia Earhart.

The Department has consulted with the Department of the Navy on this matter in view of the fact that the search for Mrs. Parton was conducted chiefly by the United States Navy. While the information submitted by you may not be of practical value in view of the 10-year interval of time which has elapsed, you may be sure that this information has been noted and will be preserved as a matter of record by both the Department of the Navy and the Department of State.

Your courtesy in submitting this report is greatly appreciated.

Sincerely yours,

For the Secretary of State:

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Cecil G. Harrison
Acting Chief
Telecommunications Division

Mrs. C. B. Parton,
2601 Hackworth Street,
Ashland, Kentucky.

TD/REC'Connor:es

10/7/47

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DEPARTMENT OF STATE IM/IPS/CR/IR 18 Date: 12/8/97
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Foreign Relations
of the

United States

Diplomatic Papers

1937

(In Five Volumes)

Volume IV

The Far East



United States
Government Printing Office
Washington : 1964

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FOREIGN RELATIONS, 1937, VOLUME IV

he flew to the north of the island. It will be noted that the Pan American Airways Company has again brought to the attention of its personnel its instructions to avoid unauthorized flight over foreign territory or territorial waters.

Very truly yours, For the Secretary of State:
R. WATSON MOORE

ASSISTANCE BY JAPANESE GOVERNMENT IN SEARCH FOR MISSING
AIRPLANE OF MISS AMELIA EARHART

800.79611 Putnam, Amelia Earhart/148

Memorandum by Mr. Joseph W. Ballantine of the Division of Far Eastern Affairs of a Conversation With the Second Secretary of the Japanese Embassy (Hayama)

[WASHINGTON,] July 5, 1937.

Mr. Hayama informed Mr. Ballantine over the telephone that the Japanese Embassy had received an urgent telegram from Tokyo asking that inquiry be made of this Government whether the Japanese Government could be of assistance in connection with the search for Amelia Earhart, in view of the fact that Japan had radio stations and warships in the Marshall Islands. Mr. Ballantine expressed his appreciation of the kind offer of the Japanese Government and said that he would refer it at once to the authorities of the American Government.

Mr. Ballantine got into touch with Mr. Hornbeck,* who communicated with Admiral Leahy.† Mr. Ballantine then communicated to Mr. Hayama the reply of Admiral Leahy, which reply Mr. Hornbeck had relayed to Mr. Ballantine. Mr. Ballantine told Mr. Hayama that the Navy had received a faint message which offered a clue that Miss Earhart's plane might be down at a spot about 200 miles north of Howland Island, that the U. S. S. *Lexington* was now on its way to the spot from the Pacific Coast, and the *Colorado* from Honolulu, but that as the spot in question was some days sailing distant, if the Japanese Government had any vessels which could reach the spot earlier any assistance they could give would be appreciated. Mr. Ballantine said that the search was being directed by the Naval Commandant at Honolulu, and suggested that the Japanese Navy get into touch with the Commandant for latest developments and in regard to arrangements for cooperation. Mr. Hayama said that the Embassy would telegraph Tokyo immediately.

* Stanley K. Hornbeck, Chief of the Division of Far Eastern Affairs.
† Chief of Naval Operations.

JAPAN

500.3

800.79611 Putnam, Amelia Earhart/141

Memorandum by Mr. William T. Turner of the Division of Far Eastern Affairs of a Conversation With the Second Secretary of the Japanese Embassy (Hayama)

[WASHINGTON,] July 6, 1937.

Mr. Hayama telephoned that the Naval Attaché of the Japanese Embassy had been informed that the Japanese Navy Department had instructed the survey ship *Koshu*, 2500 tons, which is now somewhere in the South Seas, to take part in the search for the airplane of Miss Earhart, and to get into touch with Japanese vessels near the place where Miss Earhart's airplane is reported to have been lost.

800.79611 Putnam, Amelia Earhart/148: Telegram

The Secretary of State to the Ambassador in Japan (Grew)

WASHINGTON, July 10, 1937--2 p. m.

107. The authorities of the Navy Department and the relatives of Miss Earhart express the opinion that if Miss Earhart's plane was forced down on the ocean it may have drifted, because of the prevailing currents, in the general direction of the Gilbert Islands.

In view of the urgency of the time element involved please endeavor to advise the appropriate authorities of the Japanese Government immediately of these facts and state to them that because of the generous offer of assistance tendered by the Japanese Government and because of the continuing interest which the Japanese Government has taken in the search for Miss Earhart's plane, your Government suggests that if any suitable vessels or airplanes of the Japanese Government are located in or near the Gilbert Islands they may be asked to be on the lookout for Miss Earhart's plane. Please telegraph such reply as may be made to you by the Japanese Government.

HUTL

800.79611 Putnam, Amelia Earhart/144: Telegram

The Ambassador in Japan (Grew) to the Secretary of State

Tokyo, July 11, 1937--11 a. m.

[Received July 10--11:55 p. m.]

188. Department's 107, July 10, 2 p. m. Contents of Department's telegram under reference communicated immediately to Senior Aide to the Navy Minister who stated that no Japanese aircraft in that area but survey ship *Koshu* has proceeded toward Marshall Islands and should now be there. Japanese radio stations have been ordered

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fishing craft in and to east of Marshall Islands have been instructed to be on lookout. The Senior Aide expressed greatest willingness to cooperate.²²

(New)

800.7611 Putnam, Amelia Earhart/150

The Japanese Ambassador (Gatto) to the Secretary of State

No. 158

[WASHINGTON, undated].²³

Sir: I have the honor to acknowledge, with thanks, the receipt of your note of July 14, 1937²⁴ concerning the assistance which is being given by my Government in the search for Miss Earhart.

The Japanese Government and people will, I assure you, appreciate highly the kind sentiments of the President and yourself which you are good enough to convey in your note and which I have had the pleasure of transmitting to Tokyo.

I should like to take the opportunity of expressing the deep concern of the whole Japanese nation that no trace of Miss Earhart has yet been found.

Accept [etc.]

Hiroshi Saito

FAILURE OF JAPAN TO GIVE SATISFACTORY ASSURANCES THAT AMERICAN CONSULAR OFFICERS IN JAPAN HAVE THE RIGHT TO VISIT AMERICAN CITIZENS UNDER DETENTION OR ARREST IN JAPAN

884.1121 Keene, David L./2

The Secretary of State to the Ambassador in Japan (Grove)

No. 1835

WASHINGTON, September 14, 1937.

Sir: Reference is made to the ultimate sentence of the Embassy's despatch No. 2823 of August 4, 1937,²⁵ in which it is suggested that if the Department should decide not to proceed toward the conclusion of the proposed consular convention with Japan it would be helpful for the Embassy and consular offices in Japan to receive standing instructions in regard to the policy which should be followed in cases wherein the Japanese authorities refuse to permit American consular offices to communicate with American citizens under detention or arrest.

²² The Department's telegram No. 100, July 12, noon, expressed "appreciation of Japanese Government's cooperation." (800.7611 Putnam, Amelia Earhart/149)

²³ Received in the Department July 30.

²⁴ Not printed.

Although there has been no decision on the part of the Department to halt discussions looking toward the conclusion of a consular convention with Japan, actually the informal discussions in regard to the proposed convention between officers of the Department and officers of the Japanese Embassy have been in suspense for several months because of the failure so far of the Japanese to give satisfactory assurances that American consular officers in Japan shall have the right to visit American citizens under detention or arrest in that country. For your confidential information it may be stated that the Department is not disposed to proceed further with the discussions until such assurances are forthcoming.

The Department suggests that hereafter in each case coming to the attention of the Embassy of American citizens being held incommunicado, a communication, formal or informal as the Embassy may consider appropriate, be addressed to the Foreign Office in which should be set forth the circumstances of the case and inquiry made in regard to the reasons for refusal to permit a visit by the consular officer. In each instance the attention of the Foreign Office might be invited to the fact that it is the custom in the United States and most other countries to permit such visits by consular officers.

At the same time, the Department desires that the Embassy give consideration to the possibility that special effort on the part of consular officers to develop useful contacts among local officials might in some cases place them in position more effectively to intercede in protection cases of this nature. The Department in making this observation does not wish it to be implied that any criticism is intended of the handling by the Vice Consul at Yokohama of the case under reference. The observation is offered as a suggestion for consideration.

Very truly yours,

For the Secretary of State:

HUGH R. WILSON

REFUSAL BY THE UNITED STATES GOVERNMENT TO AUTHORIZE OPERATION OF A JAPANESE AIR LINE FROM TAIHOKU (FORMOSA) TO MANILA

814.7604/11

Memorandum by the Chief of the Division of Far Eastern Affairs (Hornbeck)

[WASHINGTON] June 7, 1937.
Reference, memorandum of conversation between the Japanese Ambassador and Mr. Hornbeck, March 16, 1937,²⁶ and subsequent papers.

²⁶ Not printed.

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J. ARTHUR YOUNGER
9th District, California

775000-039

COMMITTEE
LEGISLATIVE AND PUBLIC

United States of America

House of Representatives

Washington, D. C.

May 31, 1960

F00004

DEPARTMENT OF STATE IM/IPS/CR/IR 4 Date: 12/8/97
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PA Exemptions _____ ☐ CLASSIFY as ☐ S or ☐ G Sec. _____
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My dear Mr. Herter:

The attached stories about Amelia Earhart may have substance and be the means of solving the question of what happened to this outstanding aviatrix.

I would appreciate it immensely if you will see what can be done to investigate this story through Tokyo to see what records may be available that would shed light on this situation.

Also the Army may have come into possession of records when they captured Saipan that might shed additional light.

DEPARTMENT OF STATE

1960 JUN 2

Richard A. Younger

Cordially yours,

J. Arthur Younger, M. C.
9th District, California

AUG - 8 1960

Honorable Christian A. Herter
Secretary of State
Department of State
Washington 25, D. C.

JAY:ld
Encls. ✓

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REVIEWED BY W.V. HALL DATE JAN 20 1961

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Letter to Mr. Herter, June 1, 1960
microfilm by NARA

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DEPARTMENT OF STATE A/OSC/IN

REVIEWED BY W.V. Hall DATE 12/18/97

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FO0005

June 9, 1960

Dear Mr. Youngers:

Your letter of May 31 to Secretary Harter enclosing copies of the May 27 and 28 editions of the SAN MATEO TIMES which contained stories pertaining to the disappearance of Amelia Earhart has been referred to me for reply.

This information has been referred to our Embassy at Tokyo for its use in investigating the reports contained therein. In accordance with your request, a copy of your letter has also been referred to Colonel C. R. Roderrick, Director of the Office of Legislative Liaison in the Department of Defense (Code 11, Extension 75381). The Department of Defense has been requested to initiate an investigation of the matter and forward promptly to your office any information it may have.

Your office will be informed of any developments in this matter as soon as they have been received from the Embassy.

I am returning the two newspaper stories for your records.

Sincerely yours,

William B. Macomber, Jr.
Assistant Secretary

Enclosures:

Two newspaper clippings.

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The Honorable

J. Arthur Youngers
House of Representatives

JUN 9 1960 P.M.

JUN 9 1960

Cleared:

6/7/60

See Attached for FE/P - Mr. Dur

200.113 Earhart, Amelia/5-3160.

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DOWNGRADE TO () S or () C

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July

June 9, 1960

FO0000

DO 113 Enclart, America / 5-3160

Dear Colonel Rodrick:

Congressman Younger has written to Secretary Hexter requesting an investigation of the recent news stories pertaining to the reported death of Amelia Earhart on Saipan.

In a subsequent phone conversation he stated that he was under a good deal of pressure from constituents in California. He also requested that the Department of State request the Department of Defense to initiate an investigation of Army and other records which may shed some light on this matter. We have informed the Congressman that we have transmitted this request and have asked you to reply directly to him.

The Department of State has requested the Embassy at Tokyo to initiate appropriate inquiries regarding the report on Amelia Earhart. A copy of the news stories from the SAN FRANCISCO TIMES, a copy of Congressman Younger's letter to Secretary Hexter, and a copy of my reply to him are enclosed for your information.

Please advise me if you have any questions concerning this matter or if I may be of any help to you in the investigation.

Sincerely yours,

William F. Macomber, Jr.
Assistant Secretary

Enclosures:

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1. Copy of news stories.
2. Copy of Congressman's letter to Secretary Hexter.
3. Copy of letter to Congressman Younger.

Cleared:

EE/P: Mrs. Dur

Colonel C.R. Rodrick,
Director of Office of Legislative Liaison,
Office of the Secretary of Defense,
The Pentagon.

6/6/60

#SDN SIS-CR

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DO 113 ENCLART, AMELIA

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12/8/67

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DEPARTMENT OF STATE INSTRUCTION

753302-0392

FOR RM/R USE ONLY

NO.: A-471, June 9, 1960

SUBJECT: Request from Congressman Younger for Information regarding Amelia Earhart

FO0007

TO: American Embassy, TOKYO

The Embassy is requested to initiate appropriate inquiries to ascertain any available information pertaining to the reported death of Amelia Earhart in Saipan. News stories concerning this matter are enclosed.

Congressman Younger, a copy of whose letter of May 31 to the Secretary is also enclosed, is very interested in this matter and the Department wishes to be as responsive as possible to his request. Since despatching his letter to the Department he has subsequently phoned the Department indicating that he is under considerable pressure from his constituents for information.

Congressman Younger also requested that this matter be referred to the Department of Defense, which has been requested to initiate an investigation of military records on this matter.

HERTER

Enclosures: 2-

1. Two news stories.
2. Copy of letter from Congressman Younger.

DEPARTMENT OF STATE A/CDC/I

REVIEWED BY W. V. Hall DATE 8/26/69

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DRAFTED BY:

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FE/P - Mr. Dur

FE J. H. J. J. J.

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OFFICE OF THE SECRETARY OF DEFENSE
WASHINGTON 25, D.C.

0763303-0553

June 14, 1960

FO00008

DEPARTMENT OF STATE A/CDG/

REVIEWED BY W.M. Hobb DATE JUN 20 1960

PDS or XDS EXT. DATE

TS AUTH. KELSON(S)

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FA or FOI EXEMPTIONS

Dear Mr. Younger:

This is to acknowledge your letter of May 31, addressed to the Honorable Christian A. Herter, Secretary of State, requesting an investigation of the recent news stories pertaining to the reported death of Amelia Earhart on Saipan.

This matter has been referred to the appropriate officials within the Department with the request that a reply be sent directly to you.

Sincerely,

DEPARTMENT OF STATE IM/IPS/CR/IR Date: 12/8/77
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F. E. RICH
Commander, USN
Deputy Director
Office of Legislative Liaison

Honorable J. Arthur Younger

House of Representatives

cc: Mr. Roy Haverkamp
Bureau of Northeastern Asian Affairs
Department of State

(as requested)

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F753309-9892

RTA

INCOMING AIRGRAM

Department of State

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PAGE 10 OF 15

Classification

Date Sent: June 22, 1960

Rec'd:

FROM: Ambassador, Tokyo

TO: Secretary of State

NO: C-659

FO0009

DEPARTMENT OF STATE

IM/IPS/CR/IR

Date: 12/8/97

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Dept's A-171.

Fenoff has promised to investigate Mrs. ARIYAMA's assertion that Amelia MASHAM was executed on Saipan in 1957. Inquiries will be directed to officials assigned to Saipan during 1957 and former Japanese residents of Saipan repatriated to Japan after war. Fenoff suggested Congressman Younger be informed that investigation will necessarily require considerable time and may prove fruitless.

DEPARTMENT OF STATE A/CDC/

MACARTHUR

CLASSIFIED BY W.L.H. DATE JUN 20 1960

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TO AUTH. REASON(S)

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June 21, 1960

DEPARTMENT OF STATE

1960 JUN 24 PM

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Per R.M. HERNDEN

RSR

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DEPARTMENT OF STATE

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FOR INFORMATION

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June 29, 1960

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Dear Mr. Younger:

I refer to my letter of June 9 concerning your request for information on the disappearance of Amelia Earhart.

The Embassy at Tokyo has reported that, as a result of your request, they have made approaches at the Japanese Foreign Office. The Foreign Office is currently searching its files and discussing the matter with former residents of Saipan. It will take some time before the Foreign Office's efforts will permit of any conclusions in the matter. The Embassy has been informed of the need for urgency.

The Foreign Office has further cautioned that the investigations may well prove fruitless.

As soon as the Embassy has received results of the Foreign Office's search, they will be conveyed to the Department and to you.

Sincerely yours,

William B. Macomber, Jr.
Assistant Secretary

TSR



The Honorable
J. Arthur Younger,
House of Representatives.

Handwritten signature and date 6/12/60

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JUN 28 1960 P.M.

200.113 EARHART, AMELIA/5-3150 CSBW

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OUTGOING TELEGRAM

Department of State

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SENT TO:

Embassy, TOKYO

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Embassy's
A-471 and G-659.

200.113 Earhart,
Amelia / C-2260

There has been extensive press coverage in US of speculation that Amelia Earhart died on Saipan, based primarily on reports that USAF Officer believes he has located graves of Miss Earhart and navigator there. Other stories report parts of Miss Earhart's plane have been found and witnesses who claim to remember foreigners being executed at about time of Miss Earhart's disappearance have been located. Admiral Zenshiro Hoshina's denial that executions had taken place was also carried by AP.

Believe Embassy should inform FonOff of widespread Congressional and public interest in US in these stories and express to FonOff our hope that COM investigation of these stories will be completed promptly.

DEPARTMENT OF STATE A/CDS/

DATE 6/26/60

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FROM: TOKYO

TO: Secretary of State

DEPT OF STATE
ASIAN AFFAIRS

NO: 121, JULY 12, 7 P M

FOOD13

Called 7/12
advised 7/17
HEU was in
forwarded to him

DEPTTEL 42.

IN ACCORDANCE REFTEL, EMBASSY URGED FONOFF TO EXPEDITE INVESTIGATION OF RUMORS THAT AMELIA EARHART MIGHT HAVE BEEN EXECUTED BY JAPANESE IN 1937.

FONOFF REPLIED THAT IT HAD ALREADY STEPPED UP INVESTIGATION BECAUSE OF APPARENT INTEREST IN US AND CONCERN THAT PROLONGED SPECULATION MIGHT REVIVE ANTI-JAPANESE SENTIMENT. INVESTIGATION IS BEING CONDUCTED BY WELFARE MINISTRY'S REPATRIATION BUREAU WHICH IS TRYING TO CONTACT POSSIBLE WITNESSES, BOTH CIVILIAN AND MILITARY.

IF DEPT FINDS IT NECESSARY TO MAKE PUBLIC STATEMENT, FONOFF HAS REQUESTED THAT REMARKS BE PHRASED TO AVOID ANY SUGGESTION THAT GOJ BELIEVES STORIES ARE TRUE. REFERRING TO ADMIRAL HOSHINA'S DENIAL, FONOFF STATED THAT UP TO NOW GOJ HAS UNCOVERED NOTHING THAT CONFLICTED WITH THIS DENIAL.

MACARTHUR

Action Assigned to WAL

MGG/21

Action Taken Noted

Date of Action 7-12-60

Action Office Symbol A/A

GROUP 5

Declassified following 8/26/69

Per R.M. HERNDON, FAJ

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13/8/71
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DECLASSIFY
NO CHANGE
IN PART
DENY
FOIA Exemption
PA Exemption

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FE

RM/R

File

F750303-0383

DEPARTMENT OF STATE

RECEIVED BY W. H. HART DATE JUL 13 1960

REASON FOR REQUEST	DATE
REASON(S)	
EXISTING MARKINGS	
DECLASSIFIED BY	
REASON(S)	
DATE OF REVIEW	

JUL 13 1960

750014

Dear Mr. Brooks:

This is in reply to your letter of June 6 attaching a telegram from Mrs. T.S. Neal in which Mrs. Neal requests you to check on recent press stories concerning the disappearance of Amelia Earhart.

The Department of State, through the American Embassy in Tokyo, has inquired of the Japanese Foreign Office concerning the press stories claiming that Amelia Earhart was executed by the Japanese. The Foreign Office is currently conducting an investigation of these reports and is expected to reply to the Embassy shortly. As soon as the results of the Foreign Office inquiry are known, I shall be in touch with you again. In the meantime, no evidence has yet been presented that Amelia Earhart was in fact executed by the Japanese and until concrete evidence is provided it would be well to view the press reports cautiously.

I am returning Mrs. Neal's telegram for your files. If I can be of any further assistance to you, please feel free to call on me.

Sincerely yours,

John S. Woodland 2nd
Acting Assistant Secretary
for Congressional Relations

Enclosure:

Telegram

The Honorable
Overton Brooks,
House of Representatives.

7/13/60 200.113-7-660

JUL 14 1960 AM

JUL 15 1960

UNCLASSIFIED

200.113-EARHART. AMELIA/7-660 CS/W

Amelia/7-660

UNCLASSIFIED

F750303-0386

RTH

INCOMING TELEGRAM

Department of State

46

Auth

FE

Info

H

IMR

P

IRC

CIA

OSD

ARMY

ATR

RMR

FROM: TOKYO

TO: Secretary of State

NO: 152, JULY 14, 5 PM

EMBASSY TELEGRAM 121

OFFICIAL USE ONLY

Classification

Control:

10927

Rele:

JULY 15, 1960

10:06 PM

F00015

3277

Called:
Mr. Younger's office

Conrad O'Brien's office
Mr. Martin

1217

FONOFF INFORMED US TODAY THAT PRELIMINARY SEARCH OF JAPANESE FILES HAS UNCOVERED NO INDICATIONS AMELIA EARHART WAS EXECUTED BY JAPANESE. CHECK WILL BE CONTINUED HOWEVER, AND GOJ HAS LOCATED EIGHT PERSONS WHO MIGHT HAVE KNOWLEDGE OF CASE. THESE INCLUDE ADMIRAL HOSHINA AND FOUR FORMER STAFF MEMBERS CONCERNED WITH SAIPAN AREA; GOVERNMENT OFFICIAL NOW WORKING WITH FONOFF; MEMBER OF FORMER JAPANESE NAVAL LIAISON MISSION IN SAIPAN; AND CAPTAIN OF JAPANESE WARSHIP KOSHU WHICH SEARCHED FOR EARHART IN COLLABORATION WITH US NAVY IN 1937.

FURTHER FILE CHECK AND INTERVIEWS WITH EIGHT INDIVIDUALS (SEVERAL OF WHOM LIVING OUTSIDE TOKYO) WILL REQUIRE ADDITIONAL TIME BUT FONOFF ASSURES US CASE WILL BE HANDLED EXPEDITIOUSLY.

MACARTHUR

UT

Action &

Action Taken

Noted
+ attach H case unfiled

Date of Action

Action Control Symbol

Name of Officer

Signature

7-18-60

RH

File

DEPARTMENT OF STATE A/CDC/HR

REVIEWED BY WYHALL DATE

RECEIVED DATE

AUTH. REASON(S)

EXISTING MARKINGS

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200.113 EARHART, AMELIA/7-1460 HB

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JOHN MARQUAND

Noted Author Succumbs at 66 in Sleep

NEWBURY, Mass. (AP)—John P. Marquand, noted author and beloved American humorist, died today in his sleep at his home on Kent's Island. He was 66.

Marquand's standing in the world of literature was firmly established by his Pulitzer Prize winning novel "The Late George Apley," written in 1937. It later became a successful play and movie. Earlier he had been a prolific writer of mystery thrillers.

Although considered a New Englander he was born in Wilmington, Del. His parents, both New Englanders, died when he was 14. He resided most of his pre-Harvard years with a grand aunt in Newburyport. He was graduated from Harvard in 1914, finishing the four year course in three.

Marquand served in France in World War I. Of his service he said he never was any good at being a soldier and could not honestly say he helped win the war. He said he took up writing because he was not good at anything else.

His Kent Island home had been in the family for centuries. Marquand's "H. M. Pulham Esquire," published in 1941, contained an acid portrayal of a Harvard man smothered by Boston convention.

Among his other novels were "B. F.'s Daughter," "So Little Time," and "Point of No Return."

Car Blocks Drive 2 Years

Claims He Saw Earhart Grave

A former U.S. Army sergeant who served in Saipan says he was shown the unmarked island grave of two white people "who came from the sky," while he was serving there in 1944. He believes it to be the grave of Amelia Earhart and Fred Noonan and says he can find it again.

The Times has forwarded information given it by Thomas E. Devine of New Haven, Conn. to Saipan for further checking.

Devine told of visiting the grave site along with his buddy, Pfc. John R. Boggs of Denver, Colo.

Boggs told the Times today he remembers the visit to the cemetery with Devine and said that while he cannot recall the exact developments that took place there, that he does know that Devine is "a very intelligent and dependable man."

Devine told the New Haven Evening Register that he had never connected the information given him by a Chamorro native in 1944 with the Amelia Earhart mystery until he read the San Mateo Times revelation recently. (These were carried around the world by press wire services.)

Story Checks
But his story dovetails with that told by Mrs. Josephine Akiyama of 18 South Idaho street, San Mateo, and with that of 11 other island witnesses found by her husband, Maximo, on an expedition last month to the island, sponsored by the Times and KCBS.

Devine, if he is correct, became the first American to be given a concrete clue to the fate of the world-beloved aviatrice and her handsome navigator.

The episode he relates pre-dates by a year the first revelation by Mrs. Akiyama — to a Passaic, N.J., dentist — of her recollections of seeing an "American lady flier" taken captive on Saipan, by the secrecy-conscious Japanese. But like the natives, who had never heard of Amelia Earhart, Devine never connected the incident with the fliers.

Now a commercial photographer, he was a technical sergeant with the 244th Army Postal Unit in 1944, he relates. One day he and three companions went for a swim at Garapan, the city on the west coast of Saipan.

Later, Devine continues, he and Boggs went for a walk and came across the native cemetery. Some graves were marked with stones, others with sticks and rude wooden crosses rising above mounds of sand and coral.

As the two stood looking at the graves, a native woman

Record Price Paid for S.M. Polo Property

An all-time record price of \$67,500 an acre, the highest ever paid for professional-administrative office property on the Peninsula was paid yesterday in the sale of some two acres, for a total of \$175,000, the Polo Club Realty Co., Inc., property at the corner of West Twentieth avenue and Elkhorn court in San Mateo.

Purchaser is the National Federation of Independent Business, Inc. which currently has its headquarters at 218 California drive in Burlingame.

Announcement of the major transaction was made today by Andrew Rocca, representing the Polo Club Realty corporation. The price represents a payment of \$250 per square foot.

Negotiations were conducted by Rocca and R. F. Harkinson.

The National Federation of Independent Business which got its start in San Mateo shortly after World War II is headed by C. Wilson Harder, president, whose home is at 600 Edinburgh street in San Mateo.

The firm has a growing membership of 165,000 small businesses who subscribe to its special information and survey services. It anticipates an expansion to a 400,000 membership within a short time. Other offices are located in New York, Washington, D.C., Cincinnati and Chicago. This will be the main headquarters.

Actual construction is expected (Please See Page 2, Column 5)



UNCLASSIFIED
EXCISE
DENY

The Fight for L.A. Seen

LOS ANGELES (UPI) — The Amateur Athletic commission granted Feature Sports, a franchise to stage the third Pifferson-Johannsen Johansen heavyweight championship fight in the Los Angeles coliseum, for Oct. 31 or Nov. 1.

Feature Sports promised to add the commission within a week to 10 days whether it would stand with the fight here. The apparent qualification in the city to hold the bout here was based on a proposal by the Fight and Associates to a million dollar guarantee to hold the bout in Dallas. The commission would not work whether he will

To discuss program
at the same time, Kennedy said
"I hope to benefit by these
discussions."

In preparation for the reconven-
ing of the Senate Aug. 8, Kennedy
will be plans to meet with Sen-
ator Democratic Leader Lyndon
Johnson of Texas, the vice
presidential nominee; House
Speaker Sam Rayburn of Texas;
John W. McCormack of Massa-
chusetts, the House majority
leader; and Sen. Mike Mansfield
of Montana, the assistant Senate
majority leader.
To discuss the program,
Kennedy said he expects only a
brief meeting of the low-
level. For that reason, he said,
the program may have
to be postponed.

When he can take some ac-
tion on farm legislation, he said.
He had announced he
would introduce a new farm bill
in the Senate. He said he
hopes to introduce it before
the session begins. The measure
would provide a minimum wage bill
for farm workers. He said
he personally will sponsor
it. (See Page 2, Column 2)

The Fight Is A-Going

(UPI) — The
Dallas community
will Feature Sports
to stage the third
annual "Johannes-
burg" championship
at the Los Angeles coliseum,
Oct. 31 or Nov. 1.
Sports promised to ad-
mission within a
few days whether it would
be held here. The
event qualification in the
city held the best here was
on a proposal by
Hart and Associates to
a million dollar guarantee
to hold the event in Dallas.
Hart said the commis-
sion next week whether he will
offer for the Dallas
City Council for Feature
Sports and the group would pre-
sent it Monday — for the
first time, Nov. 1, also
conflict with TV rights held
by promoter Cal Eaton.

Succumbs at 66 in Sleep

NEWBURY, Mass. (AP)—John
P. Marquand, noted author and
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mington, Del. His parents, both
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was 14. He resided most of his
pre-Harvard years with a grand-
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graduated from Harvard in 1914,
finishing the four year course in
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convention.

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"B. F.'s Daughter," "So Little
Time," and "Point of No Re-
turn."

Car Blocks Drive 2 Years

DALY CITY — A Daly City
woman called police today to ask
them to do something about a
neighbor's car which blocks her
driveway. It has been there two
years, she said.
She has no car, but has just
rented her garage.

remembers the visit to the ceme-
tery with Devine and said that
while he cannot recall the exact
developments that took place
there, that he does know that
Devine is "a very intelligent and
dependable man."

Devine told the New Haven Eve-
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(These were carried around the
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west coast of Saipan.

Later, Devine continues, he and
Boggs went for a walk and came
across the native cemetery. Some
graves were marked with stones,
others with sticks and rude wood-
en crosses rising above mounds
of sand and coral.

As the two stood looking at the
graves, a native woman who
lived nearby came up and began
talking to them.

Through a Japanese interpre-
ter, the soldiers learned she was
asking if they were looking for
white people.

Devine expressed surprise that
any white people would be buried
(Please See Page 2, Column 4)

Paid for S.M. Polo Property

An all-time record price of \$47,-
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New York, Washington, D.C., Cin-
cinnati and Chicago. This will be
the main headquarters.

Actual construction is expected
(Please See Page 2, Column 5)

SAVED IN MAIL

post paid
this year for
the saving
shown

Diamond 4-1756
OXford 7-8497

1%

4 2

INSURED SAVINGS

Funds placed by 1953 cars from 1st.

in New Master Plan

Inspections of all build-
ing and land uses as necessary
to insure compliance with the
world maintain records,
in a continuing program of
and public information
on matters; recommend
of violations of the
of the promotion.

dwelling unit. Half the number
can be provided in an open,
paved parking area. This is to
relieve overnight curb parking.
All businesses, retail, manu-
facturing uses must also provide
parking facilities. At the present
time they are not required to
do so.

Planners anticipate little pro-
test to the master plan and re-
zoning property owners on North
Idaho street or on Kingston ave-
nue near the city San Mateo
municipal golf course, and a
neighborhood on Forty-fourth
avenue at the end of P.

UNCLASSIFIED

DATE: 12/8/72

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RELEASE
EXCISE
BENEFIT

FOIA Exemption
b7C, b7D, b7E, b7F, b7G, b7H, b7I, b7J, b7K, b7L, b7M, b7N, b7O, b7P, b7Q, b7R, b7S, b7T, b7U, b7V, b7W, b7X, b7Y, b7Z

The panel will explore the consequences of such recreational activities in waterated areas as boating, fishing, boating, carrying, planting and swimming on shores of water supply.

O'Connell, a leading authority on water supply and waste disposal, has predicted increasing demands to open watersheds for recreational use. Last year, according to Northern California, O'Connell warned them that "water problem is not to keep people out of the watershed, but how to police the use of the water is the problem."

O'Connell also pointed to industrial effluents, which serve the State Senate on the Senate Committee on Water Resources. Costs come to the state on water supply, waste disposal and water and air pollution problems.

Cross Tells Board on Jet Transfer

A full presentation of the economic factors involved in the possible loss of any jet service at International airport here was made in Washington, D.C., to the Civil Aeronautics board by Supervisor T. Louis Cross.

Cross was granted time to speak after 20 members of an Oakland delegation appeared to urge more jet service for the Oakland airport.

Cross put the board on notice that San Mateo county is vitally interested and concerned over the continuing in any manner any of the facilities at International airport.

He reported that San Francisco, the airport, the airlines and this county were working in unison to eliminate the jet noise nuisance.

The San Mateo County Development association pointed out at the meeting that 12,000 employees with a payroll of \$72,000,000, and \$1,000,000 in taxes is involved.

The county and the development association will prepare written statements outlining their position to be forwarded to the CAB. A decision will be made if the CAB decides to hold a formal hearing on the problem. Henry "Doc" Bushwick requested the development association at the hearing.

Reception with money from the San Antonio Memorial Fund are, from left: Fund Chairman William A. Sullivan, hospital administrator

Women's club representative as the memorial fund, and Wes J. Schneider, treasurer of the memorial committee. (Times photo)

Kennedy to be Briefed by Ike

(Continued from Page 1)

on the Senate floor, and a measure to provide medical aid for the elderly.

Kennedy said he will be aiming at passage of a measure "as soon as possible to the Forward

That was the measure, by Rep. Almon Ford (D-Mt.), to provide health care for the aged tied to the social security system of payroll taxes. The administration thought it hard and it made little headway. A measure part way through Congress provides for a health care system, outside of the social security program.

Kennedy said flatly he favors social insurance in privately owned facilities such as restaurants and stores. He said he felt the "President should use his influence" to help bring this about.

He refused to give a time table for when he thought all public schools should be integrated, but said "the President should associate himself with a great moral cause" and use his influence to help implement desegregation decisions of the courts.

Kennedy took personal command of the Democratic party machinery today after bluntly laying the religious issue on the campaign line.

In a dramatic address accepting the first presidential nomination given to a Roman Catholic since 1928, Kennedy told a cheering throng of 60,000 in Los Angeles' sprawling Coliseum Friday night: "I am telling you now what you are entitled to know: That my decisions on every public policy will be my own—as an American, a Democrat and a free man."

With that position fixed, Kennedy called his first general news conference since the party convention gave him its top nomination.

Moments after the sun had dipped below the rim of the vast stadium, Kennedy strode to the podium of temporary stands to lay down a blueprint for a fighting campaign to carry America beyond the "New Frontier" into a space age he said demands "a new generation of leadership."

But as a preliminary to his promise to provide "creative Democratic leadership in the White House," the 3-year-old

he cut before he deals," Kennedy said.

In Washington, Thurston B. Morton, Republican chairman, said Kennedy's card cutting reference "was prompted by the fact that he has been playing with it on a stacked deck at the Democratic convention."

Turning to world affairs, Kennedy defined the "New Frontier"—which he obviously hoped to make as much of a catch phrase as the New Deal and Fair Deal had become—as "a frontier of unknown opportunities and perils—a frontier of unfilled hopes and threats."

"Beyond that frontier are uncharted areas of science and space, unsolved problems of peace and war, unconquered pockets of ignorance and prejudice, unanswered questions of poverty and surplus," he said.

He said the times demand "invention, innovation, imagination, decision."

"For courage—not complacency—is our need today, leadership, not salesmanship," he said. "Are we up to the task—are we equal to the challenge?—Are we willing to match the Russian sacrifice of the present for the future—or must we sacrifice our future in order to enjoy the present?"

This was the Kennedy of an youth crusade which he apparently intends to conduct during the general election campaign.

Behind him was Kennedy, the practical politician, who took over today, lock, stock and barrel, the positions of power in the Democratic party.

Earhart Club To Grave Tol

(Continued from Page 1)
on the island, for years a hold of the Japanese.

The woman insisted she show where two whites, a and a woman buried.

Came From City
Devine expressed disbelief followed her to a spot just by marker. It was here, she insisted, the two whites were in unmarked graves.

Devine asked through the interpreter when and where two had come from.

"They came from the sky a time ago," was her reply.

Devine thought nothing about it until reading the story. Now, the Rochester he is convinced the graves dictated by the native woman those of Amelia Earhart and Noonan.

And if the old graveyard still there, he is sure he point out the exact location unmarked burial place.

Boggs said that he does recall the conversation but Devine was more probing than was, I probably just stood and ignored them."

He said he and Devine a lot of places we were not posed to go. And I recall the to the old cemetery.

"They told me that the were so close together but it was the custom to bury only above the other in a or families.

"And I recall one crucifix was enclosed in a little box the Times" telephone Boggs is forwarding a number pictures he has kept of the tery to Devine in New for further checking.

Public Hearing On Master Plan

(Continued from Page 1)

use does not necessarily mean enhanced value and return, because of high upkeep, high depreciation, and the tendency toward a high turnover.

In supporting the apartment development trend in San Mateo

commercial district, C3 sample would allow new car sales, gas stations, etc. are also allowed in C3, but require a permit. a permit is unnecessary. included would be, be

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Classroom 2-1201,

Date _____

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Mr. J. Arthur [unclear]

July 19, 1960

We urge that you forward to the proper authorities, on our behalf, our request that the appropriate department or agency of our federal government investigate fully the story given to us by Mr. Devine. His address is 86 Leaders Street, West Haven, Connecticut, telephone BR 4-0801. We also request that you advise the proper authorities that the San Mateo Times is prepared to cooperate fully with the appropriate department or agency by making available all of the information, including pictures, in our confidential files, or to answer any questions to the best of our ability.

Please advise us what steps you have taken in this matter and of the response given to our request for an official investigation of Mr. Devine's story and of any and all related phases of the Inella Barnhart mystery.

Sincerely yours,

SAN MATEO TIMES

Harold L. Schlotthauer
General Manager

Enc.
Enc.

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UNCLASSIFIED

UNCLASSIFIED

753203-038

2102 Woodward Ave., Lakewood, 7, Ohio.

July 24, 1960

Mr. William L. King
House of Representatives
Washington, D.C.

RECEIVED

FO0018

Dear Sir:

I wrote you a week or ten days ago about various subjects but I got to mention one item that was particularly on my mind; and one that I am much interested in, and that is: The Amelia Earhart Mystery. I am sure that now you too have heard rumors about how she may have been shot down in or at The Howland Islands, in the Pacific by the Japanese, when they were fortifying Okinawa and the other islands in the Pacific.

I had the pleasure and the privilege of meeting her at The Air Races in Cleveland, and I can say this: she was a dedicated Air-woman if there ever was one. You could not help but like her, with her tussled hair; in fact, she was so much like Lindbergh, she was called: 'Lady Lindy' and it suited her to a 'T'. I do not know if Congress has taken any action in this matter but I believe it should. There should be a thorough investigation of this matter to find out if possible just what happened; the bodies of both Amelia Earhart and her navigator, Noonan, should be recovered, brought back to the United States, for 'more recent internment' in Arlington Cemetery, if possible, because as I remember it were on a secret mission for Hap Arnold of The Air Force. No doubt the State Department would put up a howl about this. Their attitude is: let sleeping dogs but I am sure there are others like myself who remember and feel as I do about this case. They certainly deserve all we can do for them now since they had give their lives to do it.

I know very little can be done now with all the hub-bub of the conventional other things to detract attention from it, but I hope Congress will be able to investigate this matter. That was really our first U-2 case. Today Dr. Pearson made the statement over the radio that our U-2 pilot had confessed to the Russians, about spying, that it was not the first time, and so I made the statement that Powers must have been thoroughly brain-washed as helping to give valuable information to the Russians. What is our Air Force doing to? I can understand that a man under extreme pressure may give ground but there no remedy for such behavior? How does it come only American pilots are captured by the Russians and we never capture any of theirs? Does this mean that our pilots are flying recon missions? And not the Russians? Why can't capture some Russians off base? I feel very badly for those boys that have been shot down in: the Baltic, Arabia, Armenia, and many others too numerous to mention and what has been done about it while the boys are rotting away in Russian camps. Exactly nothing. The President play golf while our boys rot in Russian camps in Siberia. That sure is a lousy deal. That is how much generals are interested in the welfare of their men. It will be a long time before another general will be elected President.

My earnest hope is that Congress will do something about these things mentioned. I bring it to your attention with that hope. Thank you.

Yours respectfully,
Knut A. Knudsen.

DEPARTMENT OF STATE A/CDC/MB

RECEIVED BY W.V. Hall

FOR IDENT. DATE

PLACED IN DEPARTMENT OF STATE

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DECLASSIFY ON: 1045

RECLASSIFY ON: 1045

FOR IDENT. DATE

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FOR IDENT. DATE

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UNCLASSIFIED

DECLASSIFIED

FILE

WILLIAM E. MINSHALL
200.113

Congress of the United States
House of Representatives
Washington, D. C.

F00019

200.113 EARTHQUAKE

200.113 EARTHQUAKE

July 27, 1940
200.113 EARTHQUAKE, 15-31-40
FE

Mr. William B. Macomber
Assistant Secretary of State
for Congressional Relations
Department of State
Washington 25, D. C.

DEPARTMENT OF STATE

200.113 EARTHQUAKE

Dear Mr. Macomber:

In accordance with our telephone conversation
of today with your office, the enclosed corres-
pondence is submitted for your examination.

Your comments on the issues outlined in Mr.
Kenderson's letter will be appreciated.

Sincerely yours,

William E. Minshall

William E. Minshall
M. C.

Armed A. Henderson

Enclosure
WEM:pjc

DEPARTMENT OF STATE A/CDC/MS	
REVIEWED BY <u>W.V. Hall</u>	DATE <u>Jan 2</u>
FOR THE RECORD. DATE	
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200.113 EARTHQUAKE

DATE 12/18/97

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CLASSIFIED BY 100-113 EARTHQUAKE

200.113 EARTHQUAKE

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STREET CP STATE A/CDC/NE		F759000-0382
DATE		Aug 28 1960
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OF EXCEPTIONS		

August 8, 1960

Dear Mr. Minshall:

I refer to your letter of July 27, 1960, enclosing a communication from Mr. Knud A. Knudsen of Lakewood, Ohio, concerning the Amelia Earhart case, and other matters.

As you may be aware, extensive efforts were made in the immediate postwar period by the Supreme Commander Allied Powers Japan to secure definite information as to the fate of Miss Earhart. Despite the fact that these were inconclusive, the case is by no means closed in the files of the Department of State. At the request of our Government, the Japanese Government has recently opened a new investigation into Miss Earhart's disappearance, and is now in the process of questioning a number of persons who had served in the Japan area in 1937. You may be assured that I shall write to you on this matter again just as soon as further information is received.

Mr. Knudsen is understandably concerned over the fate of American airmen who have been shot down by the Russians. I am sure Mr. Knudsen will have followed with interest Ambassador Lodge's statements in this regard during the recent Security Council debate on the 23-47 plane incident. In his July 26th statement Ambassador Lodge pointed out to the Soviet representative, "The difference between the United States and the Soviet Union is that we shoot their planes with cameras. They shoot ours with guns and rockets and kill or maim our crews—even though not one man, woman, or child in Russia has ever been injured by our planes, not one." Ambassador Lodge then went on to ridicule the Soviet charge that we had committed an aggressive act by asking, "What are you crying about? How can you complain about us when this is what you are doing?"

I am sure you will also wish to point out to Mr. Knudsen that the United States Government is still making representations about the American airmen who are being detained by the Soviet authorities. Unfortunately, in instances of this kind, the Soviet Union has a consistent record of callousness and intransigence.

Please

The Honorable
William W. Minshall,
House of Representatives.

20
Rev.
Det.

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200.113 EARTH/IT, AMELIA

17-2760 CS/E

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Please do not hesitate to write to me in the future if I
may be of assistance to you.

Sincerely yours,

William E. Macomber, Jr.
Assistant Secretary

FE:HA:HLJ:almon/HP:LSweeney:ha
8/3/60 200.113 Tachart, Amelia/7-2760

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AUG 5 1963 A.M.
AUG 5 1963

15

Department of State

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F750303-0373

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Classification **Control: 5946**

Rec'd: August 10, 1960
10:22 a.m.

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Info :
H
P
INC
CEA
OGD
ARMY
NAVY
AIR

FROM: Tokyo

TO: Secretary of State

NO: 445, August 10, 3 pm

EXHIBIT 152.

RMR

Foreign Office informs us GOF has completed exhaustive investigation which revealed no basis whatsoever for rumor Japanese executed Amelia Earhart on Saipan in 1937. All available Japanese records searched and all former officers and officials contacted (REFTEL) during course investigation.

MACARTHUR

8-14/7

DECLASSIFIED BY 60322 A/C C/AB

RECEIVED - W.V. Hall - JAN 20

DEPARTMENT OF STATE

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80 Citations

FOIA Exemptions
PA Exemptions

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Action Assigned to

Action	Taken
1. Review of records	2. Interview of staff
3. Analysis of data	4. Preparation of report
5. Implementation of plan	6. Evaluation of results

Date of Action

Action Office Symbol

Name of Officer

direction to ECL

GROUP 5
Declassified following 8/26/69
Per R.M. HERNDON, EA/J
RJR-jm

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200.113 EARRHART, AMELIA/8-1060 HES

PERMANENT

100-300000 • This copy must be returned to RM/R central files with notation of action taken.

REVIEWED BY W.V. UHLL DATE JAN 28 1966

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SIDE OF DOCUMENT DATE

TS AUTH

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DECLASSIFIED ☐ RELEASABLERELEASE DENIED ☐

PA or FOI EXEMPTIONS

F750003-038

FOIA

F00022

August 19, 1960

Dear Mr. Brooks:

I refer to your interest in the Amelia Earhart case as expressed in your letter of June 6, 1960, and to my letter of July 15, 1960.

Our Ambassador at Tokyo has informed me that the Government of Japan has now completed an exhaustive investigation which revealed no basis whatever for the rumor, given recent currency by speculative articles in the press, that Miss Earhart was executed by Japanese officials on Saipan in 1937. The investigation included a search of all available Japanese records, and interrogation of a number of Japanese officials who had served in the Saipan area in 1937.

Since the facts surrounding Miss Earhart's disappearance still remain a mystery, I would like to assure you that any avenues which seem promising of additional information will be explored as they arise. I shall write to you again as a matter of course whenever significant information is received.

Sincerely yours,

William B. Macomber, Jr.

Assistant Secretary

DEPARTMENT OF STATE

RELEASE

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EO Citations

Date

7/8/97

The Honorable

Overson Brown,

House of Representatives,

FOIA Exemptions

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700023

August 19, 1960

This document must be kept in the [illegible] folder

Dear Mr. Younger:

I refer to your interest in the Amelia Earhart case as expressed in your letter of June 9, 1960, and to my letter of June 29, 1960.

Our Ambassador at Tokyo has informed me that the Government of Japan has now completed an exhaustive investigation which revealed no basis whatever for the rumor, given recent currency by speculative articles in the press, that Miss Earhart was executed by Japanese officials on Saipan in 1937. The investigation included a search of all available Japanese records, and interrogation of a number of Japanese officials who had served in the Saipan area in 1937.

Since the facts surrounding Miss Earhart's disappearance still remain a mystery, I should like to assure you that any avenues which seem promising of additional information will be explored as they arise. I shall write to you again as a matter of course whenever significant information is received.

Sincerely yours,

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William B. Macomber, Jr.
Assistant Secretary

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The Honorable
J. Arthur Younger,
House of Representatives.

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FE:NA:40 Feb 1960
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DEPARTMENT OF STATE A/CDC/HR

RECEIVED BY W.V. HALL DATE JAN 28 1965

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FO0024

August 19, 1960

Dear Mr. Minshall:

I refer to your interest in the Amelia Earhart case as expressed in your letter of July 27, 1960, and to my letter of August 5, 1960.

Our Ambassador at Tokyo has informed me that the Government of Japan has now completed an exhaustive investigation which revealed no basis whatever for the rumor, given recent currency by speculative articles in the press, that Miss Earhart was executed by Japanese officials on Saipan in 1937. The investigation included a search of all available Japanese records, and interrogation of a number of Japanese officials who had served in the Saipan area in 1937.

Since the facts surrounding Miss Earhart's disappearance still remain a mystery, I should like to assure you that any avenues which seem promising of additional information will be explored as they arise. I shall write to you again as a matter of course whenever significant information is received.

Sincerely yours,

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William D. Moorber, Jr.
Assistant Secretary

The Honorable
William E. Minshall,
House of Representatives.

REMAINDER
8/16/60.

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AUG 16 1960 P.M.

200.113-EARHART. AMELIA/7-2760 CS/IR/7-2760

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is assigned to

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HOUSE OF REPRESENTATIVES, U.S.
WASHINGTON, D.C.

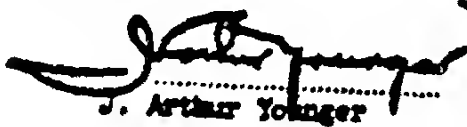
Aug 24, 1960

Respectfully referred to

Mr. William B. Macomber, Jr.
Assistant Secretary
U. S. Department of State
Washington 25, D. C.
ATTN: Mr. Stewart Cottman

The attached letter dated
July 19, 1960, from Mr. Harold A.
Schlotthauer to Congressman Younger
and a tear sheet from the San Mateo
Times, July 16 edition, are being
forwarded in connection with the
Amelia Earhart story.

Very respectfully,


J. Arthur Younger

394464 U.S. 9th District
California

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200.113-EARHART, AMELIA/B-2460

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DEPARTMENT OF STATE A/CDC/IR

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FOR THE EX. DIR. DATE

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September 9, 1960

F00027

Dear Mr. Younger:

I ask you for your letter of August 20, 1960, concerning further leads in the Amelia Earhart case.

The Department has consulted on this matter with the Department of the Navy, the branch of the Executive administering Saipan Island. That Department has agreed that any evaluation of the information in Mr. Devine's possession would necessarily have to be made by the Saipan Administration, which alone would be able to check Mr. Devine's information directly. The Saipan Administration had conducted a prior investigation into the Earhart case and failed to find grounds to support the contention that she was executed there in 1937.

You may be assured that the Department of the Navy will contact Mr. Devine in the very near future and, after consideration and evaluation of the information received, will correspond directly with you.

Sincerely yours,

William B. Macomber, Jr.
Assistant Secretary

The Honorable
J. Arthur Younger,
House of Representatives.

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752200-0374

FOOO28

September 9, 1960

Dear Mr. Younger:

Thank you for your letter of August 20, 1960, concerning further leads in the Amelia Earhart case.

Assistant Secretary Parsons has consulted on this matter with the Department of the Navy, the branch of the executive administering Saipan Island. That Department has agreed that any evaluation of the material in Mr. Devine's possession would necessarily have to be made by the Saipan Administration, which alone would have the prerequisite background information, and which would be able to check Mr. Devine's information directly. Parenthetically, it may be noted that the Saipan Administration conducted a prior investigation into the Earhart case and has failed to find grounds to support the contention that she was executed there in 1937.

You may be assured that the Department of the Navy will write to Mr. Devine in the very near future and, after consideration and evaluation of the data received, will correspond directly with you.

Sincerely yours,

William B. Hooper, Jr.
Assistant Secretary

The Honorable
J. Arthur Younger,
House of Representatives.

9/12/60
Navy - Capt. Findley
(by phone)
H - Mr. Cotten
(in substance)

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FOO029

September 10, 1960

Dear Arleigh:

Pursuant to a recent telephone conversation between Capt. L.G. Findley of CP 09125 and the Office of Northeast Asian Affairs here in the Department of State, I would like to request the Navy's cooperation and assistance in meeting a request of Congressman J. Arthur Younger.

You will recall that there has been much recent publicity given to allegations by two Air Force officers, Captains Robert Dinger and Joseph Gervais, that Amelia Earhart was executed on Saipan Island by the Japanese in 1937. Their "evidence" was turned over to General O'Donnell at Headquarters, Pacific Air Force, last July, and was evaluated as completely inconclusive. Through our Ambassador at Tokyo, we requested an investigation of these charges by the Japanese Government. This was done and, after consulting all available records and interrogating several former officials who served on Saipan in 1937, the Japanese Government has informed us that there appears no basis whatever to the allegations. I am also informed that an independent investigation by the Saipan Administration proved to the satisfaction of those authorities that Miss Earhart was never on Saipan.

Congressman Younger, who had been informed by us of the results of the Japanese Government's investigation, and by other sources of General O'Donnell's appraisal of the Dinger and Gervais material, has now informed us that a Mr. Thomas J. Devine of 86 Isadore Street, West Haven, Connecticut, "saw the grave of Amelia Earhart" while serving on Saipan in 1944 and 1945 with the 2nd Marine Division. I have enclosed a copy of

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Admiral Arleigh A. Burke,
 Chief of Naval Operations,
 Department of the Navy

GROUP 5
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 P. R. R. HERNDIN, EA/1
 R/S/R. JPB

FM/R
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Congressman Younger's letter, and you will note that he requests the Mr. Devine be interviewed to obtain whatever information he may have in his possession. In discussing this over the telephone with your Saipan people, it was agreed that while the Department of State is the entity which would be interested in the Earhart affair as it affects relations with Japan, only the Saipan Administration would be in a position to evaluate specific data regarding Miss Earhart's having been on Saipan, whether alive or dead. Accordingly, I would like to request that the Department of the Navy investigate this matter. For background information, in addition to a copy of Congressman Younger's letter of August 20, 1960, I have enclosed copies of the following documents:

Department telegram No. 42 to Tokyo
Tokyo's telegram No. 152
Tokyo's telegram No. 445
Mr. Macomber's letter to Congressman Younger.

Sincerely yours,

J. Graham Parsons

Enclosures:

✓ As listed above.

DEPARTMENT OF STATE IM/IPS/CR/IR Date: 12/8/97

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FLMAG/Telegram
8/21/60

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SEP 8 1960 A 11

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FO0030

We have completed this investigation and, as in the past, this lead was not conducive to further information on her disappearance. A copy of our reply to Mr. Younger is attached for your information.

With warm regards, a happy holiday season and
an optimistic hope that 1961 will bring good
fortune and continued success to you in your
endeavors.

Sincerely,

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ALLIEN BIRTH

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Honorable J. Graham Parsons
Assistant Secretary of State
for Far Eastern Affairs
Washington 25, D. C.

Kuci

(1) Copy of CMO ltr. ser 210P0032 of 24 Dec 1940

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DEPARTMENT OF STATE

N. V. Hall

CLASSIFIED

12. 2.

Dec 24 1990

F00031

Dear Arleigh:

Thank you for your letter of September 24, 1990, and for your assistance on the Larnert matter. I hope that the investigation and the report of Commander Naval Forces Marianas will put an end to the speculation as to Larnert's ultimate fate which has troubled such wide currency since last Spring.

With very best wishes for a happy and fruitful 1991.

Sincerely yours,

DEPARTMENT OF STATE IM/IPS/CR/IR Date: 12/8/97
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J. Graham Parsons

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Arleigh Arleigh Burke,
 Chief of Naval Operations,
 Department of the Navy

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NOV 5 1962

PM 11:11

NOV 29 1962

FOREIGN RELATIONS

Honorable J. William Fulbright
Chairman, Senate Foreign Relations,
United States Senate.

Dear Senator Fulbright:

We are entitled to information from the
Department of State concerning the blanket denial from Japan in 1960,
that any evidence was found showing that Amelia Earhart and Fred Noonan
were on Saipan in 1937.

What Japanese officials issued the denial?

During the search in 1937, a brief, innocuous message
was received by U.S. Naval craft, from Comdr. Hanjiro Takagi of the Japanese
Navy. This was totally suppressed. Thirteen innocuous words. No more is
mentioned at this time.

Thank you very much, Senator, for any elucidation
you may elicit from the Department of State.

I have, at various times in the past, taken occasion to
congratulate you on your able conduct of the Chairmanship. I feel the same now.

Thanking you, I am,

Yours truly

DEPARTMENT OF STATE A/CDC/NE

REVIEWED BY

N.V. HAY

DATE

JAN 28 1963

NO. of IDENT. DATE

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REVIEWED BY W. J. L. 195 DATE 10/1/50

ACTION: The Honorable
John F. Shelley
208 Federal Office Building,
50 Fulton Street,
San Francisco, California.

NO. OF EXTENT DATE
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RPTD : SY Field Office, San Francisco

At request U. S. Government, Japanese Government summer 1960 undertook full investigation allegations Amelia Earhart was imprisoned or executed Saipan Island 1937. Investigation included questioning of Japanese officials assigned Saipan in 1937 as well as former Saipan residents repatriated to Japan after war. Also included search of all available records. On August 10 Japanese Government informed U. S. Embassy Tokyo results investigation completely negative.

U. S. Navy as administering authority Saipan also undertook similar investigations on Saipan itself. State was informed by Navy December 24, 1960 that full investigation by Commander Naval Forces Marianas revealed no basis for allegations.

Mr. Fred Dutton has been informed of incoming message and above response. He will advise you of any additional information which becomes available.

John S. Hogland
John S. Hogland 24
Acting Assistant Secretary
for Congressional Relations

Sorted by: **FE: A: JF: P: L: M: N: O: P: Q: R: S: T: U: V: W: X: Y: Z: 12/1/81** **Highland**

EA - Mr. Fearney
Mr. Bacon

6/8-CP

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From
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STATE DEPT WA SY HW

STATE DEPT SF 497, 12.1.61, 10.20 AM PST

AT THE REQUEST OF CONG JOHN F SHELLEY WILL APPREC DELIVERY OF FOLLOWING MESSAGE TO MR FRED DUTTON, ASST SECY OF STATE FOR CONG REL AS SOON AS POSSIBLE

QUOTE HAVE RECD THE FOLL INFO FR STATE DET THRU CHARLES BOSLEY, SECY TO SEN CLAIRE ENGLE COLON

QUOTE AT REQUEST OF USEMB THE JAPANESE GOVT INITIATED A FULL INVESTH OF ITS RECORDS DEALING W/SAIPAN AND INTERVIEWED A NUMBER OF WITNESSES IN AREA RELATIVE TO DISAPPEARANCE OF AMELIA EARHARDT, AND REPORT OF THE JAPANESE GOVT WAS NEGATIVE END QUOTE
WILL U KINDLY CONFIRM THE BODY OF THIS COMMUNICATION BY WIRE OR BY RETURN TUX TODAY IF POSSIBLE AND SUPPLEMENT IT WITH ANY ADDL INFO IF AND WHEN AVAILABLE END OF MESSAGE

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Other and unknown, if
indicated by R/R

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Dear Mr. Chairman:

As requested in Mr. Harcy's letter of December 8 enclosing an enquiry from Mr. S. Sutton of St. Helena, California concerning Amelia Earhart and Fred Noonan, the Department has replied directly to Mr. Sutton. A copy of the reply is enclosed.

Sincerely yours,

[Signature]
Frederick G. Sutton

Enclosure:

As stated.

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The Honorable
J. William Fulbright,
Chairman,
Committee on Foreign Relations,
United States Senate

[Signature]
FZ: [illegible]
12/13/61

Mr. Earnst

Clearances:

PA - Mr. Bacon
Mr. Koren
Mr. Stanley

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REVIEWED BY W.V. Hunt DATE JAN 18 1966

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F0037

December 22, 1961

Dear Mr. Sutton:

Senator Fulbright has referred to the Department of State your letter to him of November 25, 1961, asking that we reply directly to you.

The statement of the Japanese Government in 1960 that it was unable after exhaustive investigation to find any information to substantiate the allegation that Amelia Earhart was imprisoned or executed on Saipan Island was contained in an official Governmental report. As such, it did not bear the name of any particular Japanese official but was rather an official statement of the Japanese Government.

I regret that I am unable to supply any information concerning the message of Commander Hanjiro Takagi which you state was received by a U.S. Naval craft in 1937. I suggest that for information on this subject you write directly to the Department of the Navy.

Please do not hesitate to get in touch with me if I can be of further assistance.

Sincerely yours,

cc: Mr. Carl Marcy

DEPARTMENT OF STATE WHEC/IR Date 12/8/97

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H. L. T. Koren
Director
Office of Northeast Asian Affairs

Mr. E. Sutton,
P.O. Box 12,
St. Helena, California.

Mr. E. Sutton
Mr. E. Sutton
Mr. E. Sutton

12/14/61

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KCBS, San Francisco 5, California

Mr. Roger Hilsman
Assistant Secretary of State
U.S. Department of State
Washington 25, D.C.

DEPARTMENT OF STATE July 5, 1963
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Dear Mr. Hilsman:

For nearly four years I have been investigating for The Columbia Broadcasting System the disappearance of Amelia Earhart.

During those four years we have probed into every aspect of the mystery and have discovered many things that require explanation. As I am currently preparing a book detailing that investigation, I would very much like to know the State Department's position in regard to several points. Knowing that you have been Director of Intelligence and Research for the Department of State, I am addressing the questions to you.

Let me say first that we are fulling aware of the complications that arose because the investigation has centered around Saipan. We learned of the eleven CIA NTU facilities on that island during our first visit in 1960. Our knowledge expanded during a 1961 trip, and the Central Intelligence Agency requested that we withhold that information from the general public. We complied. During our third newsgathering expedition to Saipan in September, 1962, we learned that the NTU facilities had been abandoned by the CIA, and are now occupied by Department of Interior personnel.

I sincerely hope, now that the security factor has been removed from Saipan, that the rest of the Earhart story can be made public.

The questions: Did the State Department stipulate that the Navy should not search for Earhart and Noonan in the vicinity of the Marshall Islands in 1937?

Was this subject discussed by the State Department, the Navy Department and President Roosevelt, and were any orders dispatched to Admiral Murfin, Commandant of the 14th Naval District, Honolulu?

Was the State Department aware of any Army Air Corps or Naval Intelligence overtones to the Earhart flight?

Did the State Department stipulate that the military intelligence services were not to attempt to send agents into the Japanese mandated islands prior to the beginning of World War II?

Does the State Department have or did it ever have any definite evidence that would indicate Earhart and Noonan had become prisoners of the Japanese?

Does the State Department have any information regarding this matter which is classified?

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Needless to say, we would be very grateful for any help you might be able to extend to us.

I have noted from press releases that your parents make their home in San Francisco. Should you come out this way in the near future, I'd very much like the opportunity of filling you in on our entire investigation; the evidence, totally considered, is rather overwhelming.

Thank you for your time and consideration.

Sincerely,

Frederick A. Goerner
News Department
KCBS Radio
San Francisco 5,
California

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(R)

P - Mr. Sieverts

February 5, 1965

P/NO - William M. Franklin

Game-Goerner Manuscript on Amelia Earhart

We have gone over with care the draft manuscript on the Earhart tragedy of 1937 by Ross P. Game and Frederick A. Goerner which was received in the Department through Senator Kuchel's office. The authors, through that channel, are asking for official comment by the Department and hope to get "official verification of the whole thing".

In the first place, the Department of State is in no position to verify or deny "the whole thing". The search for Earhart and Noonan was conducted (so far as the United States was concerned) by the Navy Department. Any detailed comment on the search and on subsequent investigation will have to come from that Department.

What we can say is that there is no justification whatever in the files of the Department of State for many of the central theses in the Game-Goerner article which either are presented as bald statements of fact or appear as clear inferences from the article as it is written. The authors must be aware of this, for we wrote to Goerner in 1963 about the lack of evidence in our files for some of their contentions, and we later gave them access to the Department's files on the subject for the restricted period. A copy of our 1963 letter to Goerner is attached.

I believe that the Department should take definite exception to the following statements and inferences in which the Department is directly involved or has a direct interest:

"The United States Government knew the whereabouts of the two Americans, but left them in the hands of the Japanese rather than becoming involved in an international incident which might have brought war between the two countries.... [And later:] Japan refused to permit U.S. vessels to search in the Marshall Islands at the time of the disappearance

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and President Franklin D. Roosevelt had no recourse other than to restrict the search area and accede to the recommendations of the U.S. State Department."

The Department's files indicate that it was believed at the time Earhart and Noonan disappeared that their plane had come down in the vicinity of Howland Island and that the current might have carried the wreckage in the direction of the British-held Gilbert Islands. In response to a Japanese offer of assistance, therefore, the Department did suggest that if the Japanese Government had any vessels which could reach the neighborhood of Howland before the U.S.S. Lexington and the U.S.S. Colorado (which had a considerable distance to go), any assistance they could give would be appreciated. Japanese vessels in the entire area of the Marshall and Gilbert Islands were asked to keep a lookout for any trace of the missing plane.

Requests to foreign governments were made through the Department of State, and the Department did in fact ask the British Government for permission for the U.S. Navy to conduct a search in the area of the Gilberts--a request which was granted. There is no evidence in the Department's files that a request for similar permission to search in the area of the Marshalls was made to the Japanese Government, and it follows of course that there is no evidence of a Japanese refusal. The search by the U.S. Navy was being made much farther south. There is also a complete lack of evidence in the Department's files of any recommendation from the Department of State to President Roosevelt as to restricting the search area. Goerner was given an official statement on these points in our letter of September 11, 1963. The Game-Goerner article ignores this letter and makes a flat statement of fact to the contrary without adducing any other evidence. (The Game-Goerner article also ignores the negative results of the investigations made in 1960 by the Navy and the Japanese Government, which were also mentioned in our 1963 letter.)

There is, further, no evidence in the Department's files that this Department or any other branch of the Government knew the whereabouts of Earhart and Noonan or believed anything except that Earhart and Noonan had died in or immediately after a tragic plane accident. The only evidence whatever in the Department's files that the Department had any idea that the two fliers might have survived for even a short period appears in a single telegram (which Game and Goerner saw but did not use) involving a specific search of a specific area near the Gilbert Islands which the

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British Government undertook at the request of Miss Earhart's husband. The wording of this telegram ("Evidence which to many sources seems positive indicates that Amelia Earhart was on land the two nights following her disappearance"), coupled with complete reticence in the file as to what this evidence was and the specific endorsement on the telegram that it was sent at the request of Mr. Eugene Vidal after consultation with the President, Mr. McIntyre, and Mr. Welles, seems to us to indicate a lively skepticism on the part of the Departmental officers involved and indeed an unwillingness even to ask the British Government to act on the request without the clearance of the White House and the Under Secretary personally.

Since there is no evidence that the Department thought that Earhart and Noonan had survived, there is likewise no evidence (naturally) that the Department gave any thought whatever to the pros and cons of leaving them in the hands of the Japanese or running the risk of provoking an international incident. Game and Goerner give no indication in the article that they have any evidence to support the first sentence quoted above; if they have any, the Department would be happy to have it for its files.

As to the assumption by Game and Goerner that Earhart and Noonan were imprisoned and Noonan executed lest they disclose Japanese fortifications in the Marshalls, we know that a French explorer who visited the Marshalls about the same time, and who was known by the Japanese to have observed the work in progress at Mila Atoll, was treated with great suspicion by the Japanese authorities but was sent on his way with expedition.

"In 1949 Amelia Earhart's mother wrote to the State Department saying, 'There were some things Amelia could not tell me.' She expressed the view that her daughter had been on a government mission in 1937--probably acting under verbal orders."

We wrote to Goerner on September 12, 1963, that a review of the Department's records did not disclose any indication that the Department was aware of any Army Air Corps or Naval Intelligence overtones to the Earhart flight. There is absolutely no indication in the file that the flight was an intelligence mission or indeed a government mission of any sort. Incidentally, the alleged 1949 letter from Miss Earhart's mother to the Department has not been located, and there is no trace in the finding aids in RM/4 that such a letter was ever received.

"On

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"On June 29, 1936, Melvina T. Scheider, secretary to the late Mrs. Eleanor Roosevelt, ... sent a note to Richard Southgate, then chief of the Division of Protocol at the Department of State. In reference to preparations for the ill-fated flight, the secretary noted, 'Mrs. Roosevelt asked me to send you this special note to say she had promised Mr. Putnam ... to keep this matter confidential.'"

The implication of this passage in the Game-Goerner draft article seems to be that this message from the First Lady to the Department supports a cloak-and-dagger or intelligence interpretation of the Earhart flight. When read in context, however, along with a dozen or more other papers in the file which also ask that the proposed flight be kept confidential for the time being, it seems clear to us that Miss Earhart merely did not want word of her plans to reach the public until she was ready to announce them. We could see no sinister overtones in the note from Mrs. Roosevelt's secretary when it was read with the rest of the file, all of which was made available to Game and Goerner.

"While the 1937 Earhart flight had been promoted as a private venture, the United States Government played a major role in arrangements for the journey and details of the flight plan."

The Department of State was certainly intimately involved in obtaining clearances from foreign Governments for landing privileges and overflight permissions for the Earhart-Moonan flight, but there is no inconsistency between this fact and the private nature of the flight. The Department of State is the normal channel for an approach to foreign governments on behalf of American citizens, and the changes in timing and routing of the proposed flight naturally involved detailed communication with the other governments whose territory was to be visited or overflown. Game and Goerner presumably noticed that all costs incurred by the Department for cable traffic in connection with the flight arrangements were billed to Miss Earhart's husband.

- - - - -

The foregoing comments might be passed on to Mr. Moore in FD in response to point 1 of his memorandum to you of January 11, which is returned herewith.

Point

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Point 2 (the acceptability of the article in terms of the international political ramifications) is a matter for EA/J to consider, and we have alerted Mr. Knowles of that office that this question may be arising.

As to point 3, I don't see why State should object to any approach which Game and Goerner may wish to make to other agencies, principally Navy.

With respect to point 4, if Game and Goerner want a Department spokesman to comment on their story in order to quote him on the dust jacket, we would think that any such comment would be inappropriate. If, on the other hand, they want to come in to the Historical Office, we will be glad to go over with them what we consider their misuse of the evidence in the Department's files, to which they had privileged access. We would not be drawn into comment on the credibility of their main thesis.

The possibility of course exists that Game and Goerner may be right on their basic thesis that Earhart and Noonan fell into the hands of the Japanese. Lack of evidence in our files and the negative results of U.S. Navy and Japanese investigations are not conclusive proof that the Game-Goerner thesis is false. Their handling of our files, however, and their carelessness in some of the statements quoted above shakes our confidence in their critical faculties and leads us to doubt that they have objectively examined the rest of the evidence which they have collected.

Attachments:

1. Dougall to Goerner, September 12, 1963.
2. Moore to Sieverts, January 21, 1965.
3. Game to Hass, January 5, 1965.
4. Draft manuscript.

cc: EA/J - Mr. Knowles

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EA/J - Mr. Knowles

January 8, 1965

P/NO - Richardson Dougall

Amelia Earhart

I am sending along herewith:

1. A copy of Mr. Franklin's memorandum of February 5 to Frank Sieverts.
2. The copy of Admiral Burke's letter of December 24, 1960, to Assistant Secretary Parsons and the letter's reply of December 30, which I borrowed from you the other day.
3. The file copy of our 1963 correspondence with Frederick A. Goerner, which should eventually go back to NM/R.
4. The complete jacket for file 200.113 Earhart, Amelia (1960-1), which should likewise be sent on to NM/R.

The references to photographs in the Gama-Goerner article which I couldn't place my finger on when I was talking with you are as follows:

"--A former member of Army Intelligence from New York, who took 'a photograph from a Japanese officer during Saipan's 1944 invasion showing Earhart before Japanese aircraft."

"--An ex-Marine from Virginia, who fought across Saipan's Red Beach One in 1944 and 'tore a snapshot of Amelia Earhart, shown with a Japanese officer, off the wall of a house the Japanese had occupied.'"

Attachments:

As stated.

cc: NM/R - Mr. Knowles

DEPARTMENT OF STATE A/CDC/HR

REVIEWED BY N.V. Holt DATE JAN 28

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Amelia Earhart

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*Record copy
filed under 75V7*

February 19, 1965

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Dear Senator Kuchel:

In response to a request from your office for comment on the draft of an article by Ross P. Gans and Frederick A. Goerner concerning the Amelia Earhart tragedy of 1937, I would say first that the Department of State is in no position to give "official verification of the whole thing", as the authors desire. It was the Navy Department which conducted the search for Miss Earhart, and any detailed comment on that search and on subsequent investigations would have to come from the Navy.

This Department, however, does take exception to certain statements in the draft article for which the authors offer no substantiation and for which there is no justification in the files of the Department, which the authors were permitted to see. We also feel that they have used some papers from our files out of context and have drawn conclusions from them which do not reflect objective research. Specifically, I might comment on four passages in the draft article:

1. "The United States Government knew the whereabouts of the two Americans, but left them in the hands of the Japanese rather than becoming involved in an international incident which might have brought war between the two countries.... [And later:] Japan refused to permit U.S. vessels to search in the Marshall Islands at the time of the disappearance and President Franklin D. Roosevelt had no recourse other than to restrict the search area and accede to the recommendations of the U.S. State Department."

The Department's files indicate that it was believed at the time Miss Earhart and Mr. Noonan disappeared that their plane had come down in the vicinity of Howland Island and that the current

The Honorable
Thomas H. Kuchel,
United States Senate.

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might have carried the wreckage in the direction of the Japanese-held Gilbert Islands. In response to a Japanese offer of assistance, therefore, the Department did suggest that if the Japanese Government had any vessels which could reach the neighborhood of Hawaii before the U.S.S. Intrepid and the U.S.S. Callaghan (which had a considerable distance to go), any assistance they could give would be appreciated. Japanese vessels in the entire area of the Marshall and Gilbert Islands were asked to keep a lookout for any trace of the missing plane.

Requests to foreign governments were made through the Department of State, and the Department did in fact ask the British Government for permission for the U.S. Navy to conduct a search in the area of the Gilberts--a request which was granted. There is no evidence in the Department's files that a request for similar permission to search in the area of the Marshalls was made to the Japanese Government, and it follows of course that there is no evidence of a Japanese refusal. The search by the U.S. Navy was being made much farther south. There is also a complete lack of evidence in the Department's files of any recommendation from the Department of State to President Roosevelt as to restricting the search area. Mr. Gurnea was given an official statement on these points in a letter of September 12, 1963 from the Acting Director of our Historical Office. The Time-Century article ignores this letter and makes a flat statement of fact to the contrary without adducing any other evidence. (The Time-Century article also ignores the negative results of the investigations made in 1960 by the Navy and the Japanese Government, which were also mentioned in our 1963 letter.)

There is, further, no evidence in the Department's files that this Department or any other branch of the Government knew the whereabouts of Miss Barkert and Mr. Noonan or believed anything except that Miss Barkert and Mr. Noonan had died in or immediately after a tragic plane accident. The only evidence whatever in the Department's files that the Department had any idea that the two fliers might have survived for even a short period appears in a single telegram (which Mr. Gurnea and Mr. Gurnea saw but did not use) involving a special search of a specific area over the Gilbert Islands which the British Government undertook at the request of Miss Barkert's husband. The wording of this

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telegram ("Evidence which on any count seems positive indicates that Amelia Earhart was on land the two nights following her disappearance"), coupled with complete reticence in the file as to what this evidence was and the specific endorsement on the telegram that it was sent at the request of Mr. Eugene Vidal after consultation with the President, Mr. Makutu, and Mr. Welles, seems to me to indicate a lively skepticism on the part of the Departmental officers involved and indeed an unwillingness even to ask the British Government to act on the request without the clearance of the White House and the Under Secretary personally.

Since there is no evidence that the Department thought that Miss Earhart and Mr. Noonan had survived, there is likewise no evidence (naturally) that the Department gave any thought whatever to the pros and cons of leaving them in the hands of the Japanese or running the risk of provoking an international incident. Mr. Gurn and Mr. Coe give no indication in the article that they have any evidence to support the first sentence quoted above; if they have any, the Department would be happy to have it for its files.

As to the assumption by Mr. Gurn and Mr. Coe that Miss Earhart and Mr. Noonan were imprisoned and Mr. Noonan executed lest they disclose Japanese fortifications in the Marshalls, we know that a French explorer who visited the Marshalls about the same time, and who was known by the Japanese to have observed the work in progress at Wai Atoll, was treated with great suspicion by the Japanese authorities but was sent on his way with expedition.

2. "In 1948 Amelia Earhart's mother wrote to the State Department saying, 'There were some things Amelia could not tell me.' She expressed the view that her daughter had been on a government mission in 1937--probably acting under verbal orders."

He wrote Mr. Gurn on September 12, 1943, that a review of the Department's records did not disclose any indication that the Department was aware of any Army Air Corps or Naval Intelligence overtures to the Earhart flight. There is absolutely no indication in the file that the flight was an intelligence mission or indeed a government mission of any sort. Incidentally, the alleged 1948

letter

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letter from Miss Eakhart's mother to the Department has not been located, and there is no trace in the finding aids for our files that such a letter was ever received.

3. "On June 29, 1936, Melvin T. Schneider, secretary to the late Mrs. Eleanor Roosevelt, ... sent a note to Richard Swathgate, then chief of the Division of Protocol at the Department of State. In reference to preparations for the ill-fated flight, the secretary noted, 'Mrs. Roosevelt asked me to send you this special note to say she had promised Mr. Johnson ... to keep this matter confidential.'"

The implication of this passage in the Gann-Gutner draft article seems to be that this message from the First Lady to the Department supports a cloak-and-dagger or intelligence interpretation of the Eakhart flight. When read in context, however, along with a dozen or more other papers in the file which also ask that the proposed flight be kept confidential for the time being, it seems clear to us that Miss Eakhart merely did not want word of her plans to reach the public until she was ready to announce them. We could see no sinister overtones in the note from Mrs. Roosevelt's secretary when it was read with the rest of the file, all of which was made available to Mr. Gann and Mr. Gutner.

4. "While the 1937 Eakhart flight had been promoted as a private venture, the United States Government played a major role in arrangements for the journey and details of the flight plan."

The Department of State was certainly intimately involved in obtaining clearances from foreign Governments for landing privileges and overflight permissions for the Eakhart-Kremen flight, but there is no inconsistency between this fact and the private nature of the flight. The Department of State is the normal channel for an approach to foreign governments on behalf of American citizens, and the changes in timing and routing of the proposed flight naturally involved detailed communication with the other governments whose territory was to be visited or

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overlooked. Mr. Gann and Mr. Gorman presumably noticed that all costs incurred by the Department for cable traffic in connection with the flight arrangements were billed to Miss Zerkow's husband.

I hope that these comments will be helpful to you

Sincerely yours,

John L. Greenfield

(Asst. Secretary for Public Affs)

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THE MAN'S MAGAZINE

SEPTEMBER 1966

TRUE

'Tis strange, but true; for truth is always strange—stranger than fiction.

HYRON

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SEPTEMBER 1966

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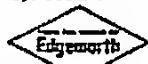
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My Search For Amelia Earhart

After six years of detective work, a dogged reporter reveals a strange new answer to the still-missing question about a famous pilot's disappearance. Now one mystery remains: why won't Washington talk?



BY FRED GOERNET

I "Dave, did you see the article in the San Mateo Times?" It started that way.
Dave McElhatton now does the 6 to 11 P.M. anchorman duty on the morning program for KCBS Radio in San Francisco. In 1960, however, he and I were working together on an afternoon show of top news and interviews. The article told of a San Mateo, California, woman, Mrs. Josephine Blanco Akryama, who had related a weird yarn about having seen two Americans, here a man and woman, on Sarpan Island in the Marianas in 1954. The descriptions given by Mrs. Akryama fit Amelia Earhart and her navigator, Captain Fredrick Noonan, who had been lost under mysterious conditions in the Pacific during their around-the-world flight in 1937.
I recall that we were both skeptical of it. Over the years there had been many stories about the Earhart disappearance, but none of them had withstood any logical

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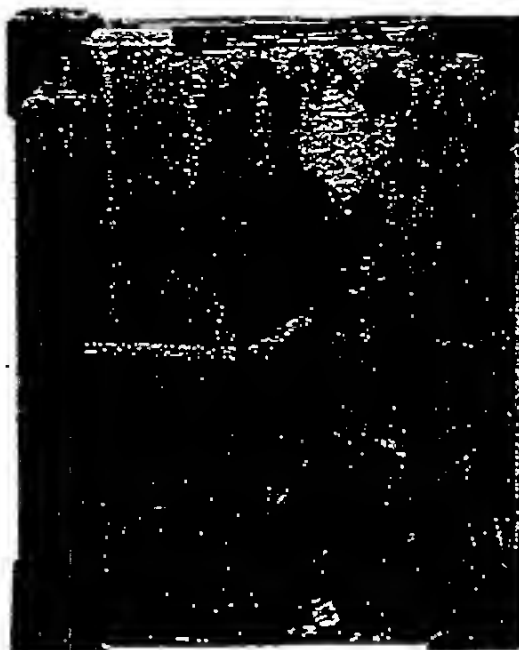
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As witnesses were tracked down, a grim and plausible story began to emerge.



Thomas Devine shows author Goerner (r.) and Fathers San Augustin and Conover (smoking pipe) where he saw "fliers' graves" in 1945.



Japanese briefly held Amelia in this cell in Garapan, Saigon, in 1937, said a local farmer.

any case, Mrs. Akiyama qualified as an interesting person to interview.

Josephine and her husband Maximo had come to the United States from Saipan in 1957. They were quiet and reserved people. Finally Mrs. Akiyama told her story.

One day in 1937 she had been riding her bicycle down the beach road on Saipan taking lunch to her brother-in-law Jose Matsumoto, who worked for the Japanese at their secret seaplane base at Tanapag Harbor on the western shore of the island. As she neared the gate to the facility, she saw a large, two-motored plane fly overhead and disappear in the vicinity of the harbor. A little while later, when she reached the beach area, she found a large group of people gathered around two white persons. Someone told her that one was a woman.

"They were both thin and looked very tired," said Mrs. Akiyama. "The woman had short-cut hair like a man and she was dressed like a man. The man, I think I remember, had his head hurt some way."

"Why are you sure it was 1937?" I asked.

"Because that was the year I graduated from Jap-

anese school," Mrs. Akiyama answered. "I was 11 years old that year."

"Why are you sure they were American fliers?"

"That's what the people said and later the Japanese guards said it."

The guards, according to Mrs. Akiyama, had taken the pair away, and later there was rumor they had been executed by the Japanese. Her memory of the plane was hazy. She could remember seeing it in the water by the shoreline, but she could not recall if it was damaged or what happened to it after that day.

When I questioned Mrs. Akiyama about the long delay in telling her story, she replied she had revealed the information in 1945 to a U.S. Navy dentist on Saipan whom she served as an assistant.

"His name was Dr. Casimir Sheft," she said. "He went back to the United States after the war, so he must be here now."

What Mrs. Akiyama had said sounded like truth, but even if it were true, there could be a thousand other explanations of "the two white people" on Saipan before the war.

The next day I found a Casimir Sheft, D.D.S., in

TRUE THE MARY MAGAZINE

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Key piece of puzzle: WWII Marines, Everett Hansen (l.) and Billy Burke, were ordered to dig up bones they were told were Earhart's remains.



Monsignor Calvo and Father Bendowski (r.) were among Saipan priests who helped author on quest and validated witnesses like the couple on left.

practice in Passaic, New Jersey. A phone conversation with Sheft gave almost exactly the same story Mrs. Akiyama had told.

"Did you file a report?"

"No. I thought that military intelligence surely had the information. It never occurred to me they didn't, but I guess now they didn't."

Sheft felt that Josephine had told the truth.

"After all," he said, "she couldn't have had any reason for inventing such a story back in 1945."

A study of a map of the South Pacific made me doubt that Amelia Earhart and Fred Noonan could have flown their plane to Saipan. At the time of the disappearance, they were on the second to last leg of the around-the-world flight. They were bound for Howland Island, a distance of 2556 miles, mostly east and slightly north of Lae. To hit Saipan—with Howland Island as intended destination—would have represented a navigational error of between 90 and 100 degrees, as Saipan lies 1500 miles almost due north of Lae, New Guinea. Frederick Noonan had been a navigator of international reputation. Such an error seemed unthinkable, until I talked with two friends, airline pilots

who have made record long-distance flights in private planes over the Pacific. I asked them if Noonan could have made such a mistake.

"Possible, if not probable," was the consensus.

I learned that Paul Mantz, who owned an air service at Orange County Airport in Santa Ana, California, had been a technical adviser for Amelia's final flight. I flew down to get his opinion.

In aviation, you name it, and Mantz had piloted it, from biplane to jet, in every part of the world. Motion pictures had provided the greater part of his living over the years. Tragically, Mantz was killed during the filming of a motion picture in 1965.

"Sure it's possible," he said. "I've thought for a long time that Amelia and Fred must have been off course during that flight."

"But could they have gotten as far off course as Saipan?" I persisted.

"Yes. It is possible. With the extra gas tanks I put aboard her plane, she had a range of well over 4000 miles. She could have flown a good part of the way toward Howland and still would have had enough fuel to make Saipan."

[Continued on page 113]

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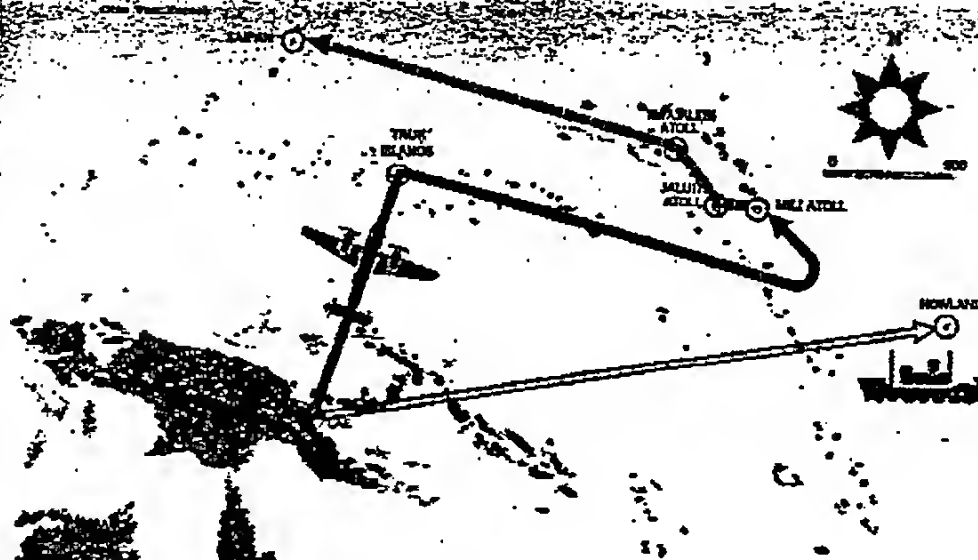
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Double line shows Earhart's announced course in Howland Island. Author believes she flew first to Truk Island instead to study secret Japanese base, then got lost and landed in Mid Atoll. Captured by Japanese, she was taken along dotted line to other bases. Ship below Howland is U.S. Coast Guard's Itasca, Earhart's assigned contact.

My Search For Amelia Earhart

[Continued from page 53]

Mantz went over to a cabinet and took out a large file folder. "Here's a copy of the radio log of that Coast Guard cutter, the *Itasca*, that the government stationed at Howland Island in '37 to be AE's homing vessel. Look at this one. AE reported they were flying in heavy overcast. That meant Noonan couldn't shoot a celestial and he was primarily a celestial navigator. He would have had a hell of a time gauging his drift, too. All he could do was guess."

"What about the radio homing signals sent out by the *Itasca*?"

"Look for yourself," Paul replied, throwing the file into my lap. "AE acknowledged only once receiving the *Itasca*'s signals and then she couldn't get a minimum. Either there was something wrong with her radio or they were goofing off aboard that boat."

As I read over the yellowing copies of the *Itasca*'s log, I noticed the last message received from Amelia's plane.

"What does this final message mean, Paul? 'We are 157-337 running north and south. Wait listening on 6210.'"

"It means Noonan was lost. The figures 157-337 simply represent a sun line he had shot in the early morning hours. See, the message came at 8:43. After flying all night with overcast, he finally got a crack at the sun after dawn, but without a reference point he couldn't have told where he was along two-thousand miles of that sun line."

"What about the 'running north and south' and 'wait listening on 6210'?"

"Running north and south means they were flying up and down that sun line trying to pick up Howland Island. And the '6210' just represents their daylight radio frequency. They had been working 3105 kilocycles through the night and were switching to 6210."

"I wonder why they weren't heard on 6210?"

Mantz was silent for a moment, then said, "It could have been they were too damn far away to be heard. And 6210 doesn't have a fraction of the range of 3105. Signals on 3105 at night can skip thousands of miles across an ocean, but 6210 is usually good for just a couple hundred miles."

"Paul, condense it for me. How tough was the flight?"

"Tough. Plenty tough. I warned AE about the Howland Island leg. With perfect weather conditions, they would have had a good chance to make it. But the weather wasn't perfect; a typhoon had just blown out of the Caroline Islands and they undoubtedly hit plenty of turbulence. With that overcast, too, they needed more than luck."

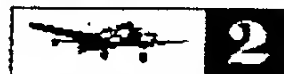
Mantz walked over to a huge map of the Pacific Ocean hanging on the wall of his office.

"Look at that, Lac, New Guinea, to Howland Island . . . more than 2500 miles over open water, and Howland is a peewee, about

two miles long and a half-mile wide." I looked a long time.

I was hooked; not completely, but there was a fairly large barb working in me. Some of the best fliers in the world had said it was possible, if not probable, that Earhart and Noonan could have flown their plane to Saipan, and Josephine Akiyama's story had stood its first test.

I decided to visit Saipan and CBS agreed to foot the bill. Saipan is one of several thousand small islands that make up the United Nations Trust Territory of the Pacific now under control of the United States. Most of the islands are administered by the U.S. Department of Interior, so it was with some surprise we found Saipan under U.S. Navy authority in 1960. Next we found Saipan required top security clearance. When I asked to visit the island, the Navy reacted first in shock and then in apparent disbelief that a search for Amelia Earhart could really be the reason. It took some pressure, but we got the clearance and on June 16, 1960, with Max Akiyama, Josephine's husband who would act as interpreter and guide, I shoved off.



Who was this extraordinary woman who lived on in the hearts of millions? Amelia Earhart was born in Kansas on July 24, 1898. She once was a nurse and considered medicine before, in 1921, she discovered flying. She loved it and worked hard at it and soon began setting records. The nation was mad for aviation, and there were a series of exploits culminated by Col. Charles Lindbergh's solo flight over the Atlantic in 1927. The next year Amelia became the first woman to make the Atlantic flight, though as a passenger. It brought her instant fame and four years later, when she duplicated Lindbergh's feat, she became a genuine heroine. Other records fell to her, including the solo hop from Honolulu to California. She joined Purdue University as a student counsellor; the university established an aviation department and ostensibly gave her \$50,000 for the most advanced long-range nonmilitary aircraft in the world: Lockheed's twin-engine, 10-passenger, low-wing model 10-E Electra airliner. Amelia stripped the seats and put in tanks for 1204 gallons of gasoline, giving the plane a 4500-mile range. She took delivery on her birthday in 1936. One great challenge remained: around the world.

Her first try, in which she flew east to west, ended in an ignominious ground loop at Honolulu. In record time, the Electra was shipped to Lockheed at Burbank for repair and reinstrumentation. It was decided to reverse the direction of the flight. Amelia, with navigator Fred Noonan, would now fly around the world

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from west to east. No public announcement of the change was made. Later the switch in plans would be attributed to "seasonal weather conditions."

Noonan was 44, Chicago-born, and had spent years at sea before turning to the air. He worked for Pan American Airways planning its flying clipper routes in the Pacific, but whisky trouble had put him at liberty when Amelia's flight with its obvious navigational needs came along. Noonan was originally supposed to travel just the Pacific hop, but decided that he would go all the way with her.

On May 17, 1937, less than two months after the Honolulu crash, the *Electra* was ready. On May 20, the round-the-world flight began from Oakland, California. Stops followed at Tucson, New Orleans, Miami, Puerto Rico, Venezuela, Dutch Guiana, Brazil, French West Africa, Mali, French Equatorial Africa, Sudan, Ethiopia, Pakistan, India and Burma. On June 20, a month out, Amelia and Noonan reached Singapore, and spent the next week in Java where F. O. Furman, an American engine specialist, worked on the *Electra's* engines. Then came Indonesia, Australia and finally Lae, New Guinea, with about 7,000 miles remaining.

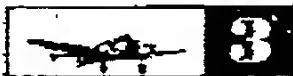
The next stop to Howland Island would be the most difficult: 2556 miles over open water. Howland is approximately two miles long in a north-south direction, about one half mile in an east-west direction, and rises to a maximum elevation of 20 feet. Three emergency runways had been constructed on the island by the U.S. government with no other apparent purpose than receiving the Earhart plane. At 10:30 a.m., July 2, 1937, the *Electra* left Lae. The U.S.S. *Sigon* was stationed halfway between Honolulu and Howland, the U.S.S. *Omaha*, halfway between Howland and Lae, to serve as plane guards. The Coast Guard cutter *Itasca* lay alongside Howland to send and receive homing signals.

Amelia and Fred were actually flying into yesterday because of the international date line. Their takeoff time was 12:30 p.m., July 1, aboard the *Itasca*.

In the United States, it was a fairly light news day. Into that quiet burst what many journalists have referred to as "one of the 10 most reported news stories of the 20th century."

LADY LINDY LOST!

For the next 30 days, the nation talked about little else. The search for Amelia and Fred was the largest and most expensive in history. The Navy, at the request of President Roosevelt, sent the carrier *Lexington*, battleship *Colorado* and a dozen other vessels. Some 262,281 square miles of Pacific Ocean were searched by ships and planes, but no clue was found. In due course, the U.S. Navy officially abandoned Amelia and Fred as "lost at sea." At that moment a mystery was born in millions of minds.



At Guam, Rear Admiral Waldemar Wendt, Commandant of the Marianas Sea Frontier, said, "Mr. Goerner, I'd like you to be frank. Is your mission to Saipan really to investigate the disappearance of Amelia Earhart?"

"Yes, sir, it is. Would you be just as frank with me? What's going on at Saipan that has the Navy spooked?"

Admiral Wendt smiled but not with humor. "Nothing terribly exciting, Mr. Goerner. There are some restricted areas on the island that you will not be permitted to visit."

"Will I have a free hand in questioning the natives?"

"Of course you will. The restricted areas are on Saipan's north and east sides, but almost all the natives live on the south portion of the island. You'll be met this afternoon by a Commander Bridwell who heads our Naval Administration Unit there."

On the way to Saipan that afternoon aboard a growing old Navy DC-4, I asked Maximino Akiyama why the Navy was so secretive about Saipan.

"I do not know for sure," he said, "but it has been going on for many years; since not long after the end of the war with Japan. Not many people except officials are allowed to go to Saipan."

Saipan lies 115 miles north of Guam, about 45 minutes flight time. It is good sized compared to most other Pacific Islands; more than 12 miles long and five miles wide, bordered on the east by the Pacific Ocean, the Philippine Sea on the west.

Japan controlled Saipan from 1914 to the U.S. invasion in 1944. The cost of taking Saipan was brutal: 15,525 casualties for the U.S., 29,000 of 30,000 Japanese killed.

Mount Tapotchau rises about 1500 feet at the center of the island and from the air the rest appears to be nothing but jungle. There is beauty in the thousand shades of green within the protective reef and through the jungle; but with it is something evil, hostile.

Commander Bridwell met us and though pleasant, seemed intent on discouraging us. He reiterated the boundary lines—neither north of the naval administration area or to the east side of the island. He told me the natives would tell me what I wanted to hear—and then offered to take me to some who should know, if anyone did, whether AE had been on Saipan. Max and I had decided to stay in Chalan Kanoa Village with his brother-in-law Jose Matsumoto, the same man to whom Josephine had been taking lunch in 1937 when she had seen the white flier.

Matsumoto remembered the two American fliers.

Max explained, "He did not see them. The Japanese police had taken them away before he got there that day, but he remembers the people at the seaplane base talking about it and he remembers the Japanese talking about the woman and man flier, the Americans, the spies."

Early the next morning came a break. The Monsignor and Fathers at the Catholic Mission in Chalan Kanoa had heard I was on the island and came by Matsumoto's for a chat. The natives of Saipan are almost all Catholic.

Monsignor Oscar Calvo is a native of Guam, part Chamorroan, and is best known in the Marianas as the priest who defied the Japanese. Father Arnold Bendowske of Milwaukee was captured by the Japanese at Guam in 1941 and spent most of the war in a prison camp in Japan. Father Sylvan Conover of Brooklyn, has served on Saipan for the last 10 years.

The Monsignor and the Fathers had heard vague rumors on Saipan over the years about some white people who might have been on the island before or during the war.

I explained why I was on the island and asked Monsignor Calvo and the Fathers to help me in questioning the natives. We devised a method which we thought would produce truthful answers.

Before we could start, Commander Bridwell arrived to take me to the natives he said should know. He introduced me to six who uniformly seemed uncommunicative and even frightened. He seemed to feel that my quest should end there, but I decided to give the Fathers a chance. In the days that followed, we talked to more than 200 Saipanese and found that the testimony of 13 could be pieced together into a story that apparently supported the contention of Josephine Akiyama.

A white woman and man, Americans and fliers according to what the Japanese had said, either came ashore or had been brought ashore at Tanapag Harbor sometime in 1937. The woman resembled a man, at least she was dressed as a man and had short hair. The man was injured; his head was bandaged. Under guard, they had been held at the dock area until a Japanese military car arrived from Garapan and took them away. (Garapan was the Japanese city on Saipan just south of Tanapag Harbor. It was completely destroyed during the U.S. invasion in 1944, and the rubble has been swallowed by the jungle.)

The pair were next seen being taken into the Japanese military police headquarters in Garapan. The interrogation had lasted several hours, and then the woman was taken to Garapan prison, the man to the Muchot Point military police barracks. The woman was held at the prison for only a few hours, then transferred back to the city and placed in a hotel the military police had taken over in 1934 to house political prisoners. None of the witnesses knew what had finally happened to the mysterious white people, although several felt that either one or both of them had been executed.

Here are samples: "The Japanese were very surprised to see a lady flier because at that time it never would happen that a lady would fly." "I remember well the lady. Her face, arms, posture—all looked American."

"Her hair was cut short."

Why did the people never talk about this before? "During the Japanese time, it is very unsafe to disclose information."

Jesus Salas is a farmer and lives in a hut outside Done Village. Jesus was put in Garapan prison in 1937 after he fought with a Japanese soldier who had spit on a religious procession. He remained in prison until American Marines released him in 1944. Sometime during 1937 a white woman was placed in the next cell, but kept there only a few hours. He saw the woman only

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once but gave a description of her that fitted those given by the other witnesses. The guards told him the woman was an American pilot the Japanese had captured.

Josepa Reyes Sahlan of Chalan Kanoa saw the two white people taken into the military police headquarters in Garapan.

Mmanuel Aldan is a native dentist practicing in Chalan Kanoa. In 1937 his work was restricted to Japanese officers. He had not seen the two white people, but he had heard much about them from his patients. The American man and woman, according to the Japanese, were fliers who had been captured as spies. "The officers," said Aldan, "made jokes about the United States using women as spies. They said that American men did not have the courage to come and spy themselves."

None of these people had been anxious to provide information. I knew that without the help of Monsignor and the Fathers I would have got little.

"Why," I asked Monsignor Calvo, "haven't these people come forward before with this story?"

"You have to understand their history," replied Monsignor. "They belonged to the Spanish, Germans, then the Japanese. During the U.S. invasion, the island was torn apart. Many Saipanese were killed, caught between Japanese and Americans, and others killed themselves because the Japanese had convinced them the Americans would torture them. After such experiences, you can't wonder why most of the Saipanese are not willing to become involved in something that is not really their business."

From many of the Saipanese questioned, we had heard one name repeatedly. For what had happened during Japanese times, see a man I shall call Francisco Galvan. Most of the natives seemed to be afraid of him. Galvan had worked with the Japanese police before and during the war. His responsibility had been to keep the rest of the natives in line and his methods hadn't been gentle.

Twice we stopped to see him and he fled. The third time we caught him, but he sullenly shook his head as answer to every question and glowered at me. Francisco, in his mid-to-late-fifties, is a tough, bitter, hatred-filled man who looks his reputation. We got no information from Galvan that evening, but I met him again, more than once, in frightening circumstances.



Had Amelia and Fred flown their Lockheed to Saipan? There was no sure answer in the natives' testimony. All it established was that a man and woman, matching the descriptions of Noonan and Earhart, supposedly American fliers and spies, had been on Saipan sometime during the latter part of 1937. Some of the witnesses felt the pair had come by air and mentioned a plane; others had seen the man and woman at the harbor or in Garapan and did not know how they had reached the island. Those who remembered a plane could not clearly describe it or tell if it had been damaged.

If they had flown the Electra to Saipan, they probably had ditched it in the harbor, since the beaches were small and inclined. I decided to check the harbor bottom.

Father Sylvan arranged for the help of two native divers, Gregorio Magofna and Antonio Taitano who said they knew the locations of two two-motor aircraft: One very old. Other not so old.

Maximo went with the divers the first day and returned with a hundred pounds or more of wreckage covered with greenish slime and growths of coral. I pounded loose a piece of coral as big as a doubled fist, revealing a surface of the equipment. It appeared to be a starter mechanism. Identification was impossible but it was aircraft gear. The next day I decided to go down.

It's another world, the bottom of Tanapag Harbor. Every conceivable type of wreckage lies strewn in chaotic patterns across the sand and coral; jeeps, tanks, unexploded ammunition, landing craft, rolls of wire, all in varying states of decomposition. The aircraft was not in bad shape. Whether it was Japanese or American, I could not tell, and it didn't matter. It was a military plane; the machine guns were still visible. We climbed into the boat and we headed for the area outside of what had been the Japanese seaplane ramps.

The second pile of wreckage bore no resemblance to an aircraft. It was a twisted, tangled mass of junk grown over and under by coral. One mound appeared to be a motor but the prop was missing. Another heap could have represented a fuselage

and tail section. It was all down in 30 to 40 feet of water, and pulling bits of it loose proved a miserable, demanding task. I could stay down only 30 to 45 seconds, but Magofna and Taitano would disappear for two minutes or more.

I pulled free a piece that could have been fuselage. It looked like, and was light enough to be, aluminum, but the moment I got to the surface it turned black and began to disintegrate. On my fifth or sixth dive, I saw something that seemed to make the water turn cold. A gray fish about my size swam by within 25 feet of the wreckage. Something told me I had just seen a shark. I scrambled into the boat and began shouting for the divers to get aboard.

"They want to know what is bothering you," said Max.

"Tell them I'm sure I just saw a shark."

Max translated, then said, "They want to know the color."

"Gray."

There was some laughter and then some chatter.

"They say not to worry about the gray shark; he won't bother not inside the reef. But don't go outside the reef because the yellow one will get you."

When we got back to Chalan Kanoa, I scraped as much coral as I could from the wreckage, and on one chunk that appeared to be a generator, I found aerial numbers: NK 17999. There was also a marking something like a clover-leaf. They had been deeply stamped into the metal. At least we had something to check.

At a party one night, a Navy wife inadvertently mentioned a new need on Saipan: the capacity to speak Chinese. Natives we had questioned had talked of having seen Chinese soldiers in the jungle on the north end and east side of the island, the areas I had been told I could not visit. Other natives had seen Chinese being transported by bus from a landing field on Saipan's east coast. The letters NITU had been frequently voiced, and finally I heard from someone what they meant: Naval Technical Training Unit. I had also seen a number of Americans, not a part of the Naval Administration group, shopping in the Navy Commissary. Those people had to be living in my no-man's-land on the island. Then, too, I had climbed to the top of Mt. Tapochan one afternoon to get a full view of the island, and Commander Bridwell had been extremely displeased. I had been able to see nothing but jungle; spying on NITU was not the purpose of the climb, but I was suspect nonetheless.

Before I left Saipan, Roy Hippe, Bridwell's executive officer, whom I liked, said, "There is one bit of help I can give you. Twenty-two tons of captured Japanese records were taken off this island by the Navy in 1944 and '45. As far as I know, most of them have never been microfilmed or even interpreted. If Earhart and Noonan were on this island—and I think there's a good chance they were—you should find some mention of them in those records. The Japanese were great at keeping records."

The next day we flew to Guam and were hustled right to the admiral's office.

"Understand you've come up with some wreckage," Admiral Wendt began. "Would you mind if a couple of our aviation machinists looked at the gear?"

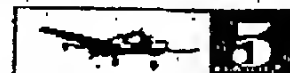
I agreed, then discussed our investigation. It was my only purpose, I said; nothing else I had learned would be used.

"What did you learn?" he asked.

"Certainly not enough to break a story," I said honestly. He listened as I discussed the weighted word "Chinese," and then he appeared satisfied.

About an hour later, the two aviation machinists reported. There was one part of the wreckage that could have come from Amelia's plane. It was the generator, which appeared to be of U.S. or British manufacture, not Japanese, and it was too heavy to have been carried on a military plane. It was the type of generator that could have been used by a Lockheed Electra 10-E. It was either a Loese-Nevill or a Bendix.

I felt optimistic as Max and I left for San Francisco.



Word of what we had found had gone ahead of us and been greatly magnified. On July 1, 1960—by coincidence the twenty-third anniversary of Earhart and Noonan's last flight—an all-media news conference was held in the Sheraton-Palace Hotel in San Francisco. If there had ever been any doubt in my mind as to how well Amelia and Fred were remembered, that conference settled it. If they had disappeared the week before, the reaction

couldn't have been greater. The wire services, major magazines, newspaper, radio and television stations were all represented. Pieces of the wreckage, including the generator, had been placed on a long table, and translations of the testimony prepared.

Paul Mantz appeared, took a look at the generator, NK-17999, and told the press, "It looks exactly like the generator I put aboard AE's plane."

We were committed, and in the way I had feared. The entire focus had gone to the generator. The testimony of the Saipanese was all but forgotten in the excitement of identifying the wreckage. Mantz explained that he couldn't be sure the Saipan find was really Amelia's until he found her records. Amelia had, according to Mantz, two Bendix-Eclipse, 50-ampere, heavy-duty generators aboard the Electra; one was driven by one of the engines, the other had been wind-driven.

The headlines cried: SAIPAN GENERATOR BELIEVED EARHART'S . . . GENERATOR CLUE TO MISSING AVIATRIX . . .

Mantz's mechanics broke the generator down piece by piece. They finally got the bearings free, and there were more number and letter combinations: 6303 Z, 17, and NTN. One of the mechanics went to the stock room and brought out an old Bendix-Eclipse, 50-ampere generator and began to match the parts with the one from Saipan. Each part, to the last nut and bolt, matched perfectly.

But then the wires moved a bulletin from New York City: THE BENDIX AVIATION CORPORATION SAYS A GENERATOR FOUND NEAR SAIPAN ISLAND DID NOT COME FROM THE PLANE IN WHICH AMELIA EARHART DISAPPEARED IN 1937. A BENDIX SPOKESMAN SAYS A BELKING IN THE GENERATOR THAT WAS FOUND NEAR THE PACIFIC ISLAND WAS TRACED TO THE TOYO BEARING FIRM IN OSAKA, JAPAN.

The Bendix claim was disputed by Paul but the damage had been done. All of the evidence had become symbolized by the generator, and the testimony of the 13 Saipanese was discarded along with the "wreckage."

KCBS shipped the generator, a starter motor, and several other pieces of the gear to Bendix for analysis. It was August 25, 1960, before we got the report. Bendix was satisfied beyond all doubt that the generator we had found was an almost exact copy of their generator, but there were enough discrepancies of detail to prove that it had not been manufactured by Bendix.

I learned that Japan's Nippon Kawanishi Company began construction early in 1936 of large flying boats to service their South Pacific islands. They had used Pratt & Whitney Engines as their models. Also, in 1936 and '37, Nakajima Kotobuki had started construction of naval planes. The Kotobuki engines were almost exact copies of the U.S. Pratt & Whitney Wasp 550-horsepower engines, the type of engines carried by the Lockheed Electra 10-E. It now seemed certain where NK-17999 had come from.

The plethora of reports in 1960 about Amelia Earhart and Frederick Noonan was not overlooked in Japan. The reaction in the Japanese press was strong. Some editorials even hinted that the whole issue had been raised to embarrass Japan because President Eisenhower's proposed trip to Tokyo had been aborted due to the student riots.

In Tokyo a former Imperial Navy captain, Zenshiro Hoshima, denied vehemently that any executions of Americans had taken place. Hoshima, according to his own billing, had been in an unenviable position in 1937. He was chief of the section of the Naval Affairs Bureau handling executions. "No such execution could have taken place without my knowledge and approval," he told the press.

There were many denials from the United States as well as Japan. The U.S. Department of State indicated that it had made a full inquiry into the matter and had even requested Japan to make a search of extant records. The results, according to the State Department, had all been negative. Both governments probably believed in 1960 that the last had been heard of Amelia Earhart and Frederick Noonan; at least some individuals must have hoped that obscurity would finally cloak the two fliers whose demise so plagued their consciences. Those hopes did not mature.

When a story breaks as widely as the one of July 1, 1960, it touches the lives of millions of people. Memories awaken; the attic of the past is sorted; bits of information, ideas, attitudes, long-endured feelings of guilt, all emerge and are sometimes drawn to a central point. I became such a point.

One example of the phenomenon involves the former soldier from Connecticut.

Thomas E. Devine, West Haven, Connecticut, believes that he was shown the grave site of Earhart and Noonan. In 1945, Devine was a technical sergeant on Saipan. One day he and a couple of

friends visited a cemetery near what had been the Japanese city of Garapan. A native woman who lived nearby began to try to tell them something. A Japanese-American interpreter was summoned, and with the interpreter's help they learned the woman was trying to show them where two whites, a man and woman, were buried. "They came from the sky a long time ago," she said, and led them a short distance from the graveyard and pointed to a grass-covered spot that appeared to have received care at some time, but the location was not marked in any way. She said the Japanese had killed them and buried them.

Devine closed his letter to me by saying he had never given Amelia Earhart and Fred Noonan a thought at the time.

After the 1960 story, there were plenty of disbelievers. One of the strongest dissenting voices belonged to Robert M. Stanley, who had been an aviation cadet aboard the U.S.S. Lexington in 1937, and had been assigned duty formulating the plans for the Earhart search. He denied any possibility that the flight had ended at Saipan, and stated publicly that there wasn't the slightest doubt in his mind that Amelia and Fred had gone down within 150 miles of Howland.

Robert Stanley sent me a complete copy of the U.S.S. Lexington's report on the Earhart search. But weeks of study only deepened the mystery.

The Lexington had assumed she was down within 120 miles of Howland Island because of a series of messages received by the Coast Guard cutter *Itasca*, which was at Howland as Amelia's radio contact. These are the incomplete messages the report listed:

0615 Howland Time (15 minutes before estimated time of arrival) Earhart plane reported "200 miles out and no landfall."

0646 Howland Time Earhart reported "Approximately 100 miles from *Itasca*. Position doubtful."

0742 Howland Time Earhart reported "30 minutes gas remaining no landfall, position doubtful."

0758 Howland Time Earhart reported "Circling trying to pick up island." (At this time signals were received with greatest strength from plane by *Itasca*.)

0843 Howland Time Earhart reported "Line of position: 157 degrees-337 degrees."

0855 Howland Time Earhart reported "Heading north and south," and gave same position line as before. (This was the last message received from the plane.)

Therefore, the report assumed: That Amelia was on a line passing through Howland in roughly a north-south direction at 0843 and 0855 but was not certain which side of the island she was on; that she was closest to Howland at 0758 because of signal strength; that 57 minutes later the fuel gave out and the plane landed; that during those minutes it did not maintain course and speed since report was heading north and south and also circling, and that the plane went in the water, therefore, within 120 miles, position unknown, of Howland Island.

I could see numerous contradictions in the Lexington's assumptions and the facts contained in *Itasca*'s logs. On the fifth, three days after the disappearance, the cutter had radioed this dispatch which expanded and corrected the group of messages from Amelia and altered the situation:

"With exception 0803 message no *Itasca* message or request acknowledged by Earhart. Earhart apparently never received *Itasca* requests transmit on 500 kilocycles in order *Itasca* cut her in with ship direction finder. 0245 Recognized Earhart Voice message not clear except QUOTE Cloudy Weather Cloudy UNQUOTE 0345 QUOTE *Itasca* from Earhart. *Itasca* broadcast on 3105 Kilocycles on hour and half hour—repeat—broadcast on 3105 Kilocycles on hour and half hour. Overcast, UNQUOTE 0453 Heard Earhart voice signals unreadable with five listenings. 0512 QUOTE Want bearings on 3105 kilocycles on hour. Will whistle in microphone. UNQUOTE 0515 QUOTE About 200 miles out. UNQUOTE Whistles briefly in microphone. 0545 QUOTE Please take bearing on us and report in half hour. I will make noise in microphone. About 100 miles out. UNQUOTE 0730 QUOTE We must be on you but cannot see you but (sic) gas is running low. Have been unable to reach you by radio. We are flying at 1,000 feet. UNQUOTE 0757 QUOTE We are circling but cannot see island. Cannot hear you. Go ahead on 7500 kilocycles with long count either now or on schedule time on half hour. UNQUOTE 0803 QUOTE Earhart calling *Itasca*. We received your signals but unable to get minimum. Please take bearings on us and answer on 3105 kilocycles. UNQUOTE Earhart made long dashes for brief period but emergency high frequency direction finder could not cut her in on 3105 kilocycles. 0844 Earhart called *Itasca*. QUOTE We are on the line

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of position 157 dash 337. Will repeat this message on 6210 kilocycles. We are now running north and south. unquote Nothing further heard from Earhart on 6210 or other frequencies. High frequency direction finder on Howland was set up as an additional emergency caution without Earhart's request or knowledge. *Itasca* had it manned throughout night but never able secure bearings. *Itasca* ship direction finder manned at 0725 and Earhart repeatedly requested to transmit on 500 kilocycles to enable ship to cut her in."

This meant nine understandable messages had been received from Amelia instead of those previously reported. The 0646 "100 miles out" message had been changed to an hour earlier 0545. The 0742 communication reporting "one-half hour fuel and no landfall" had been altered to 0730 "but gas is running low."

The misinterpretation of the "gas" message was important. The *Lexington* had placed considerable emphasis on the assumption the plane had run out of fuel shortly after the last message, but the *Itasca's* commanding officer, Warner K. Thompson, had estimated the *Electra* could remain aloft as late as 12:00 noon. Amelia, not receiving the signals of the *Itasca*, had begun to worry about the gas situation. In such a circumstance, she would have been perfectly justified in radioing "But gas is running low." Any flier, unsure of a plane's exact position in the middle of the Pacific Ocean, would consider three, four, or even five hours of fuel to be "running low on gas."

If it had been cloudy and overcast throughout the night, Noonan could have obtained no star sights. Amelia had not given a position report with the exception of the last 157-337 and it had no reference point. It was almost painfully obvious that Noonan did not know the position of the plane, and probably had not been able to determine the effect of head and crosswinds on the craft.

The Navy also assumed the *Electra* had been making 111 knots, judging from the 0615 message reporting "200 miles out" and the incorrect 0758 "Circling trying to pick up island." It additionally assumed "the plane's 0615 position was reasonably correct."

The *Itasca* had changed 0615 to 0515 "About 200 miles out," and added the 0545 "About 100 miles out." Not only was 0615 incorrect as to time, the 0545 message indicated the plane had flown 100 miles in 30 minutes. Amelia and Fred were apparently making 200 miles-per-hour instead of the 111 knots estimated by the Navy. A strong tail wind was the only explanation I could think of at that time to account for the extra speed. The Lockheed *Electra's* power had been publicized as twin 550-horsepower Pratt & Whitney Junior Wasp engines, giving the plane a cruising speed between 150 and 165 mph. and a top speed between 200 and 210 mph. If she were trying to conserve gasoline, Amelia certainly would not have been flying at maximum speed. It was nearly three years before I found proof of the real reason for the additional speed.

The study and comparison did fairly well settle one question in my mind; whether or not Amelia and Fred had flown the *Electra* to Saipan. It no longer seemed "possible if not probable." Considering the content of the messages received from the plane and the times they had been broadcast, there wasn't even a million-to-one chance the plane could have been in the vicinity of Saipan. As this fact emerged, however, another theory began to appear not only possible but probable. The last message from Amelia had said, "We are 157-337, running north and south." The reciprocal of a compass heading, "157-337" could represent a north-west direction from Howland Island. The Japanese Mandated Marshall Islands lay approximately 650 miles northwest of the intended destination. Amelia could have arrived in the Marshalls while conducting a search pattern believing she had overshot Howland, or if the plane had gone into the ocean, the drift of the sea from Howland Island was from the southeast to the northwest, and could have carried a life raft or the plane itself directly into the Marshalls.

Added fuel for this theory came unexpectedly. President M. L. Brittain of Georgia Tech University, who had been a civilian guest on the battleship *Colorado* during the search for Amelia Earhart and Frederick Noonan, was quoted in a 1943 *San Francisco Chronicle* story headed, COLLEGE HEAD THINKS FLYER IS JAP CAPTIVE: "We discussed the Japanese mandated islands and the rumors that the U.S. government had sent person after person to take a look-see, trying to discover whether or not the Japs were illegally fortifying their possessions. We got a very definite feeling that Amelia Earhart had some sort of understanding with officials of the government that the last part of her flight

around-the-world would be over some of those Japanese islands."

I called Atlanta, Georgia, to learn how Doctor Brittain felt about this in 1960. I couldn't; he had died.

One other bit of information indicated the trouble Amelia had experienced. On the night of July 2, 1937, just a few hours after the disappearance, a Navy pilot bound for Howland to help search reported: "About 420 miles north of Howland. Last two hours in extremely bad weather between altitude 2000 and 12000 feet. Snow sleet rain electrical storms. In daylight conditions look equally bad. Cloud tops appear to be 18000 feet or more. Am returning to Pearl Harbor."

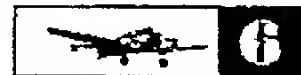
Amelia and Fred had probably been facing similar weather conditions the night and day before. With clouds to 18,000 feet, Amelia would not have been able to lift the *Electra* above the cover to enable Noonan to get star sights.

"Francisco Galvan," the native Saipanese I had tried unsuccessfully to question, broke into the news November 14, 1960, in an AP report from Guam. He was listed as a police inspector in 1937 and said a woman executed on Saipan as a spy was part Caucasian, of Japanese descent, born in Los Angeles, but looked enough like a Caucasian to be mistaken for one.

The report fascinated me. Galvan had denied to us that he had any knowledge of white persons on the island before the war. I called Guam and talked with Tony Palama, who had filed the story. About a week before, Galvan had simply appeared and volunteered his tale.

I thought for a long while about Galvan's possible motives. Was he trying to throw us off the track or had someone asked him to make the statement? I finally decided someone must have asked Galvan to give information to the press that would discount the possibility of Earhart and Noonan having been on Saipan.

By May 1961 I was itching for another Saipan expedition; there were so many questions unanswered, including Devine's grave site. If the area could be located, it might be possible to obtain a final answer through excavation.



I began searching for the 22 tons of captured Japanese documents Lt. Commander Hippe had mentioned. The trail led from San Francisco to Clearfield, Utah, to Mechanicsburg, Pennsylvania, to Washington, and there it faded. We learned that some 7,000 cubic feet of Japanese records had been returned to Japan in 1958; one source said our government examined them before the return and another said it did not. Other Japanese documents had gone to the Library of Congress and to the CIA; the Library said it would take 125 years for the existing staff of the Japanese section to catalog the material on hand, and the CIA said it couldn't find what we sought.

At the same time, an incredible struggle was going on to get me clearance for another trip to Saipan. At one point the Navy denied it, on security grounds, and it took the combined weight of CBS and California Senators Kuchel and Engle to reverse it. The problem, however, seemed less for AE than what else I might see on Saipan.

Thomas Devine had also requested permission to visit Saipan, but the Navy refused. I asked Tom for all the information he could furnish on the grave site he had been shown in 1945, and the next week nine photos and several detailed maps arrived. Four of the pictures were of the native cemetery. If Devine's memory was as good as the maps indicated, there was at least a fair chance of finding a general area for excavation.

Before the second trip to Saipan, I decided to find out as much as I could about Japan's attitudes prior to Amelia's disappearance in 1937 and what support there was for the accusation that Japan had fortified her mandated Pacific islands in preparation for World War II.

Japan took over the Mariana, Caroline and Marshall Islands from Germany during World War I and kept them afterwards under the control of a League of Nations mandate which said, among other things, that no fortifications were to be allowed. But Japan maintained strict secrecy and by the early 1920's, American intelligence agencies feared the islands were being armed, probably for the attack on the U.S. which even then farsighted men were predicting. Suspensions grew and by the early 1930's, the League was asking Japan embarrassing questions: Japan solved that by withdrawing from the tottering League. By 1937 Japan obviously intended to control Asia and the Western Pacific and

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President Roosevelt and his advisors had reason to be worried. Japan for years had suffered from a spy-fear complex and in 1936 and early 1937 the phobia grew even worse. American and British citizens by the dozens were arrested, accused of spying and imprisoned. St. Luke's International Medical Center in Tokyo was charged with being an international spy headquarters. Dr. Rudolph Bolling Teusler, director of the Center, was charged with visiting fortified zones in his sailboat and sending shortwave messages through a radio installed in the gold cross atop the medical-center building.

By June of 1937, Japanese banners had been carried to large areas of mainland Asia (Korea, Kwantung Peninsula, Manchuria) and bayonets of the Imperial Japanese Army were being honed sharp for the next territorial extension.

For most Americans during this period, the thought of conflict was totally repugnant. Isolationism, therefore, was a policy most American officeholders had to cope with if they were to have any political future. Certainly it was proper to speak up in defense of United States' interests where business was concerned, but no one at that time, including President Roosevelt, was going to take any action which might provoke or involve America in war. Still there were those charged with security for this country, and Japan was readying itself for invasion.

Into this atmosphere flew Amelia Earhart and Frederick Noonan in their Lockheed Electra 10-E 10-passenger airliner, bound around the world. On July 2, 1937, they disappeared in mid-Pacific. Five days later, July 7, 1937, Japan struck—at China.

It was a crucial period in Japan's history. If Amelia and Fred were taken prisoners, the Japanese could never let them go.



On September 7, 1961, I headed for Saipan on my second expedition. Bridwell met me there, pleasantly, but without enthusiasm. When I mentioned that, among other things, I wanted to check the story of a man from Connecticut, he said:

"You mean that fellow—Devine?"

I was startled. "How did you happen to find out about him, Commander?"

"Well, there was an Office of Naval Intelligence man out here a little while back checking up on some information on a grave, and he mentioned Devine's name."

"What did the ONI guy decide?"

"Darned if I know. He took off and I never did find out."

After some more general conversation I asked Bridwell his opinion now of the testimony we had obtained last year. He surprised me. "I think there's a lot to their story. There were undoubtedly a couple of Americans, a man and woman, out here before the war, and they weren't on a friendly visit."

"Do you think they were Earhart and Noonan?"

"Could have been. The descriptions fit. But I don't think Earhart ever flew that plane of hers to Saipan."

"Why?"

"Well, I was around an admiral's office at the time they disappeared in '37, and I heard a few things that made me think they could have possibly gone down in the Marshall Islands."

"The Marshalls are pretty close to Howland Island. Second, the Japanese had a big thing about secrecy where the Marshalls were concerned, particularly Jaluit and Kwajalein, and third, there were a couple of reports from the natives during the invasion of those islands that a white woman pilot had gone down in the area before the war."

"Where in the Marshalls?"

"I think in the vicinity of a little atoll named Ailinglapalap."

The next morning, I borrowed a Navy truck and drove into Chalan Kanoa. Unfortunately Monsignor Calvo had been reassigned to the Philippines, but Father Sylvan and Father Arnold were glad to see me and happy to offer more assistance.

We visited Francisco Galvan to ask about the Japanese-American woman he had told the AP was executed on Saipan before the war. His fortunes had improved since we had seen him. He was in the scrap business, had a new station wagon and hired natives to collect scrap, the residue of war still existing, and stack it at the pier. He was no more cooperative than he had been in 1960: he just shook his head and denied even having made the report. Father Sylvan was more interested in Galvan's money source. "A year ago penniless and now look at him."

"To whom is he going to sell all that scrap?"

"I've heard he has a deal with a Japanese company to send a ship to pick it up, but I don't know how that's going to be done. The United States Department of State has a strict rule no Japanese vessels are permitted into the Trust Territory."

Gregorio Magofna and Antonio Taitano, my two diver friends, showed up at the mission the next morning and we headed for the harbor to raise more of the plane wreckage.

It was a calm, beautiful day on the harbor and within an hour we had raised a hundred pounds of wreckage. One piece gave me the answer. On a partially corroded radio direction finder loop, an identification tag was marked with Japanese characters. The wreckage was not that of Amelia's Lockheed.

During the next few days Father Sylvan, Father Arnold and I questioned more of the Saipanese and found seven who had additional information about the "American man and woman, fliers." Several had seen them at the harbor area in Garapan and they repeated what the Japanese had said about the incident; it fit perfectly with what we already knew. Two natives, Matilde Shoda San Nicholas and Jose Pangelinan, gave testimony which enlarged the original findings.

Mrs. San Nicholas had lived in Garapan where her father worked as a tailor. Next to her home had been the hotel the Japanese Kempitai secret police used to house political prisoners, and for many months in 1937 and '38 she had seen the white woman whom the Japanese referred to as "flier and spy."

Father Sylvan asked, "Can you describe the woman?"

"Yes," Matilde replied. "She was tall and very thin and she had not much hair for a woman; it was short."

"How was she dressed?"

"When I first saw her she was wearing a man's clothes, but later they gave her woman's dress."

"How many times did you see her?"

"Many times. Each day she would come out into the yard and walk around it."

"Was she guarded?"

"Yes. They watched her all the time. She could not go anywhere."

"Did you ever try to talk to her?"

"She could not speak our language, but I gave her some fruit several times."

"Do you know what finally happened to the woman?"

"Yes. One day she came out in the yard and she looked very sick and sadder than usual. I gave her a piece of fruit and she smiled. Then she gave me a ring from her finger and put her hand on my head in friendship. The next day one of the police came and got some black cloth from my father and had him make some paper flowers. The man said that the lady had died and they were going to bury her."

"Did the Japanese say what the woman died of?"

"She died of dysentery."

The ring had been lost. Whether Amelia possessed such a ring, no one seems to know but that does not preclude its existence. She could have purchased it on her last trip.

Was the woman Amelia Earhart? I had brought pictures of 15 different women, including AE, clipped from various newspapers and magazines. After studying the photos only a few minutes, Matilde unhesitatingly chose the likeness of Amelia.

"This is the woman; I'm sure of it," said Mrs. San Nicholas, "but she looked older and more tired."

Jose Pangelinan's story was almost identical to that of Mrs. San Nicholas. He had seen the American man and woman but not together. The man had been held at the military police stockade area while the woman was kept at the hotel in Garapan. The woman had died of dysentery. The man had been executed by Samurai sword the day after the woman's death and the pair had been buried together in an unmarked grave outside the cemetery south of Garapan City. The Japanese had said the two were fliers and spies. Father Sylvan repeatedly asked Pangelinan if he could show us the grave site, but Jose maintained that was known only to the Japanese.

Tom Devine's pictures, maps, and recollections of Saipan 1945 was the next chore in line.

The graveyard of which Devine had taken pictures in 1945 was not difficult to find. Several of the natives recognized the area. The cemetery, known as "Liyang," lies two miles north of Chalan Kanoa and a mile south of what were once the outskirts of Garapan City. The area appeared exactly as it had to Devine in 1945 except the jungle had grown over everything. Father Sylvan and I quickly noticed, however, that Devine appeared to be wrong about the directions of the cemetery. His diagram showed the

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entrance facing west with a peculiarly notched tree placed at the east end of the plot. The entrance to the graveyard actually faced north with the tree located to the south. Also, the directions regarding the location of a plaster angel appeared to be exactly opposite although the picture itself matched what we were seeing at that moment. We concluded 16 years had tricked Devine's memory, but the photographs could not be disputed.

One map indicated that the suspected grave site of Earhart and Noonan was outside the northern perimeter of the cemetery, just beyond a metal shed and several dozen temporary graves. The area was supposedly surrounded by trees and scrub, but took the form of a small clearing covered by grass.

Based on the evidence of the photographs that Devine was turned around, we arrived in a grove of trees, outside the cemetery. It was there I decided to begin excavation. I first chose a 15 by 15 plot directly under the trees and our diggers went to work. Slowly, almost painfully, we went down nearly five feet. We found absolutely nothing. I moved the effort a little to the west on the slight slope leading toward the beach. Again the excavation was fruitless.

Then I moved the excavation a few yards closer to the graveyard and the natives began a third series of holes. On September 21, 1961, we made a discovery about two-and-a-half feet down—pieces of skull, shoulder, and leg bones. Carefully, patiently we uncovered the remainder of the find. From the amount of remains, it appeared that two persons had been buried head-to-foot in the common grave. The total recovery amounted to seven pounds of bones and 37 teeth. There were small teeth and large teeth and large and small bones. The remains were extremely fragile and many of the bones broke apart as they were being lifted into boxes.

In 1961 we had no dental charts for Amelia or Fred, but a Navy dentist agreed we had apparently recovered the remains of a man and woman. Many of the teeth appeared to contain zinc oxide fillings and Japanese dentists had never been known to use that material before or during World War II.

A medical officer carefully wrapped each of the bone fragments and teeth in cotton and packed them in cigar boxes which were then taped together to form one large package. I asked Bridwell for permission to remove the remains for study by an expert. The commander informed me he would cable Washington. Meanwhile I gave the package to Father Sylvan and asked him to lock it in the church vault.

That night brought a rather shattering experience.

I awakened to a reistorm outside. With a start I sat upright. I couldn't see anyone, but the sense of danger in my Quonset was overwhelming. My eyes strained to pierce the darkness; my ears struggled to separate sounds, sense the location of the menace I felt. Suddenly a flash of lightning illuminated a man standing in the corner of the room, back toward me, apparently searching for something. I scooped a flashlight from the floor and leaped to my feet, shining the beam on him with the same movement.

"What do you want?" I shouted.

The man whirled to face me, an ugly machete clenched in his right hand. He made one threatening half-swing with the big knife, then turned and nearly ripped the door from its hinges in his haste to get out. I followed at a respectable distance, not only because I feared the man's oversized blade, but also the fact I was wearing only a T-shirt did not contribute to excessive bravery. By the light on the porch, I saw the man sprint across the road and disappear into the jungle and I knew him! It was Francisco Galvan, whom the Fathers and I had tried so often to question, and who, we suspected, knew a great deal about Earhart and Noonan.

But what was Galvan doing in my quarters at 1:30 in the morning? What did he want? Certainly it wasn't my life. With that machete he could have cut me into a dozen pieces with as many strokes. He apparently wasn't after money or equipment.

Then it hit me. When I first saw Galvan, he had been searching for something in the corner of the room. The area held nothing but a small stack of cigar and packing boxes. Francisco must have been looking for the package containing the remains. But why would Galvan be concerned about the remains to the point of attempting to steal them?

Before my departure, though there were still more surprises to be experienced, I was about to meet with the Central Intelligence Agency and discover one of the best kept U.S. military secrets since the end of World War II.

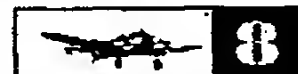
An invitation was telephoned me to visit "the northern end of the island for cockrills and a chat." A car took me through

the security restrictions and I was amazed to see a modern town with more than a hundred two- and three-bedroom homes, lighted and landscaped streets, a shopping center and an entertainment complex of library, soda fountain, auditorium. We stopped at the club which would have been a credit to Las Vegas. Inside, to my surprise, I was asked to address the several hundred people there on my investigation. Afterward I talked to the project chief. Obviously this was a massive project. The chief would not tell me what it was about, but he made it plain that if I talked about what I had seen or heard, it could seriously jeopardize U.S. security. When I returned to the States, he said, I would be contacted by someone who might explain it further.

Three days passed without Washington's permission to remove the remains and I had to leave. I arranged for Father Sylvan to deliver the box to Pan American for passage in a jet liner's gun-cargo hold when the permission arrived.

I had one last word from the Navy: without explanation, it was seizing my film.

That was that. I went home.



Release of the remains was not forthcoming. Among other stipulations, the Navy insisted on authorization from Amelia's and Noonan's families—even though there was no indication yet that the remains were of the fliers. A Mrs. Morrissey of West Medford, Massachusetts, was bringing pressure to stop our search. She had a special interest; she was Amelia's sister.

CBS President Dr. Frank Stanton flew to San Francisco for a briefing. I backgrounded him and then he asked:

"Are you convinced you've found Earhart?"

"No, but I think indications are strong enough to demand expert opinion. I'm only sure of one thing: an American man and woman supposed to be fliers and spies, were held by the Japanese on Saipan before the war. It's hard to believe they were other than Earhart and Noonan."

Stanton thought for a moment, then decided. We would fight for an answer. We were to choose an anthropologist from a local university. I was to visit the relatives and get written permission for the study, explaining the entire situation and guaranteeing there could be no publicity unless positive identification was established.

The anthropologist we chose was Dr. Theodore McGown, University of California, a specialist in identification.

I located Fred Noonan's widow, now Mrs. Harry Ireland, at her home in Santa Barbara, California. She was a gracious, gentle woman and she approved our search for the truth. Amelia's sister, Mrs. Albert Morrissey, was equally kind. When I had explained what we were doing and why, she approved also and said she would not block us, adding, "We had no way of knowing your effort was legitimate. After that generator business last year, I was afraid there would be more sensation-seeking. Each new surge of publicity over the years has been a torture; not only for me, but for mother, too."

It was a moment before her last words registered, and then they were hard to believe. Amy Otis Earhart, mother of Amelia and Muriel, was still living!

"What does she believe about the disappearance?" I asked.

"She feels there were things about the flight Amelia couldn't tell her. For many years she was sure my sister was a prisoner of the Japanese, but now she's resigned there will never be a final answer."

One day I received a call from one "Frederick Winter of the Central Intelligence Agency office here in San Francisco." I met him that afternoon for an hour that was, in understatement, incongruous. At Blum's, San Francisco's chic milk-shake parlor, Winter ordered a dish of strawberry ice cream for himself, coffee for me, and we discussed one of the best kept U.S. military secrets since the end of World War II: NTIU. This is the story:

In mid-1951, with the Korean War, Red China was particularly aggressive and there was a serious need for Chinese nationalist spies who could infiltrate the Red Chinese ranks. Spies must be trained, but to admit a spy-training school would have opened the U.S. to fearful propaganda barrage. Saipan, then, was a logical answer: it was isolated, had adequate landing facilities, simulated the sort of terrain the spy candidates might encounter and could be used with little displacement of the natives. So the CIA set up the training site and the Navy was required to

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front for it. The only thing naval about NTTU was the names: Naval Technical Training Units. The large compound I had seen was the residential area for faculty members; around it were 11 isolated training sites. Chinese candidates were flown in at night, blindfolded and taken to the secret area. They were trained without knowing where they were and they left the same way. Since they did not know where they had been, they could not betray the school, even if captured. By mid-1961, some 7,000 guerrilla-spies had been trained and sent on their dangerous way. Winter asked me to cooperate by not revealing the story, and of course, I agreed. But I asked him, "Has the CIA had me under surveillance? Why are we having to fight for every bit of information regarding Earhart?"

Winter thought for a moment and said, "That is somewhat puzzling. I don't believe the intelligence community is intentionally withholding the material you want."

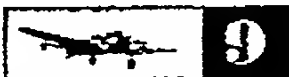
"Then why are we having such a hassle getting permission to study those remains? Why does the Navy act as if I'm the ghoul of the year for mentioning the matter when everything we've learned points to Earhart and Noonan having been on Saipan?"

"There's no doubt there," Winter replied. "The Navy is protecting NTTU the best way it can. It wouldn't be advantageous at this time to have more newsmen attempting to get permission to visit Saipan."

"Let's be direct. Does the CIA have information or evidence concerning Earhart which has not been made public?"

"I don't know."

"Okay," I said rising from the table, "that's indefinite enough. Thanks for the coffee."



MYSTERY BONES REVEAL AMELIA EARHART CASE

These headlines blossomed on the afternoon of Friday, November 24, 1961. Amelia was the lead story for the newspapers and wire services and almost every radio and television station in the country. It was an amazing tribute to the vitality of the Earhart image. The interest was greater than it had been in 1961.

On November 10, we had received a visit in San Francisco from Admiral Daniel F. Smith, Jr., Chief of Naval Information. I gave Smith the Earhart investigation without reservation. He listened patiently, even to our conclusions.

"That's a hell of a story," he mused. "I don't think anyone in Washington knows how much work you've done on this thing."

"Is the Navy holding back any information?"

"Naval Intelligence says 'no,'" the admiral shrugged. "But Intelligence frequently says that regardless of how much they may have on the subject. You can't blame them. That's what intelligence work is about."

"What was the situation in 1937 when Earhart disappeared?" I asked. "Were we close to war with Japan at that time?"

"We were very close, and this is something most people don't know. I believe any incident of real significance might have precipitated it. The war would have come a lot sooner, too, if Japan hadn't decided to chew off a piece of China first."

"Did the Japanese fortify the mandated islands before Pearl Harbor?"

"There's no question on that," the admiral answered. "Japan began preparations for war with the United States long before Pearl Harbor and long before Earhart decided to fly around the world."

"If the U.S. Navy had gone ahead and searched the Marshalls for Earhart in 1937, it might have started a war with Japan?"

"Right," said Smith. "Japan made it clear we were to stay out of there. I've always wondered what would have happened if we'd have moved into the Marshalls then. It sure would have changed what happened four years later. With Japan committed to the China invasion in '37, she would have played hell trying to handle us."

"Were we ready though?"

"That's the other side of it. We weren't ready to fight anybody in '37. Military appropriations were miserably low, and we didn't get the draft until a couple of years later. No one wanted war either. 'No foreign entanglements,' people were saying. 'Let the rest of the world fight it out.' President Roosevelt would have had a hell of a time convincing the country that war with Japan was inevitable. If he'd started anything with the Japs in '37, a lot of people would've wanted to impeach him."

Before the admiral left, he suggested we might profit from discussions with Japanese military or Okinawan civilians who had lived or served on Saipan during the years 1937 to '44. There apparently were two intelligence files, labeled Four and Fourteen, which contained names and photographs of the Japanese and Okinawans who survived the invasion of Saipan and were repatriated at war's end. Information obtained from the enemy via interrogation was also ostensibly a part of the files.

It now appeared that permission to take the remains from Saipan was near. We worked it out with Pan American to handle the shipment quietly and all seemed well. Then, at 5 a.m. on November 24, the day after Thanksgiving, the Associated Press moved these words from Guam which inspired the headlines: THE REMAINS OF TWO HUMAN BODIES—POSSIBLY THOSE OF AMELIA EARHART, FAMED AMERICAN FLIER, AND HER NAVIGATOR—ARE BEING FLOWN TODAY TO UNIVERSITY OF CALIFORNIA AT BERKELEY, CALIFORNIA, FOR ANTHROPOLOGICAL STUDY. A PAN AMERICAN AIRWAYS OFFICIAL AT GUAM SAID THE REMAINS INCLUDE DENTAL PLATES AND OTHER BONES.

There was great excitement. I apologized to the families of Amelia and Fred Noonan for the unexpected break, then faced a raucous press conference. Noonan's dentist turned up and offered to study the remains and Paul Mantz made the same offer. Doctor McGown indicated he wanted and needed no help. The package was to arrive in San Francisco at 1 a.m. and I went out to receipt for it. There was unusually heavy traffic around the terminal. Hundreds of people were gathered around the arrival gate for Pan Am's inbound Honolulu flight, and the numbers increased every minute.

These people had come with the hope of witnessing a moment of history. The huge jet arrived and the crowd, now over a thousand, pushed forward, each person trying to get a glimpse of the plane.

Suddenly I felt a strong depression. Part of it was emotional and physical exhaustion; the rest came from the realization we were now appealing to the public's morbid interests, and there was no way to avoid what was to come.

The publicity brought more calls and information.

"Amelia Earhart crash-landed somewhere between Majuro, Jaluit, and Ailinglapalap in the Marshalls. We knew it back in 1944."

John Mahan, a Berkeley, California, real-estate man, who had been a yeoman on Majuro Atoll, remembered:

"There were two brothers," said Mahan. "Joe and Rudolph Muller. They told us the Japs picked up two American fliers, a man and woman, and brought them for a while into either Jaluit or Majuro, then took them to another island. They said it was 1937, and the Japs thought they were spies. According to Joe and Rudy, the Japs captured some of their equipment, too."

Mahan led me to a Lt. Eugene Bogan, now a Washington attorney, who had written a report on the information. Bogan confirmed the story and said his senior officer had not permitted him to file the report, since it was based on hearsay. His information had come from a native named Elicu, who was highly trusted.

"Did he actually see the woman?"

"No. The story had been told to him before the way by a Japanese friend named Ajima who was a trader with Nanyo Boeki Kaisha, a trading company the Japanese used as a front to cover certain military activities."

"What happened to the woman?"

"A Japanese fishing boat picked her up and brought her into either Jaluit or Majuro. Then she was taken presumably to Kwajalein or Saipan. Kwajalein was area naval headquarters for the Japanese, and Saipan was overall headquarters."

"Did this Elicu mention a man accompanying the woman?"

"No. He confined himself to what he had been told by Ajima. It's logical the Japanese would have been greatly impressed by a woman pilot. Females are so inferior in Japan that it would be unheard of for a woman to learn to fly. The man wouldn't have mattered at all."

Bogan said an Associated Press correspondent, Eugene Burns, had interviewed him at the time, in March, 1944, and had written a story which appeared in many U.S. papers.

I was too late trying to reach Burns. He had been killed some years before while covering a riot in Tehran. However, his widow said her husband spoke many times of Amelia Earhart; in fact, he talked of returning to the Marshall Islands to follow Amelia's trail. He had been convinced the Japanese captured her.

Ralph R. Kanna, Johnson City, New York, who had been an Army platoon sergeant on the Saipan invasion assigned to in-

interrogate prisoners, wrote that he found on a prisoner a picture of Amelia standing by a Japanese aircraft. The picture was sent up through intelligence channels. Kanna added the following:

"Upon questioning this prisoner through one of our Japanese-American interpreters, he stated that the woman in the picture was taken prisoner along with a male companion and subsequently he felt that both of them had been executed."

He believed Richard Moritsugu was the interpreter.

Late Sunday afternoon, Doctor McGown took the package to his laboratory and began to study the remains. He held a short news conference and said nothing of import, but stories appeared in nearly every newspaper. The saga of the remains was becoming a serial to millions of people.

Japanese reaction was immediate, coming in the form of a denial from a history expert which ridiculed the possibility that Amelia had been in Japanese hands. Oddly, however, it was shot through with errors and claims easily disproved, which made it seem suspect.

As days passed, we became tense waiting for anthropologist McGown's report. When it came, it was negative. Part of it said: "All the teeth are moderately-to-heavily worn. X-ray examination confirms visual macroscopic examination that no metallic fillings are present. Low-power examination with binocular microscope reveals no traces of wear on the crowns which would argue for the former presence of bridges or partial plates."

"The teeth suggest a minimum of four individuals. The extreme wear which is present on well over half of the teeth, suggests conditions that would be rarely met within the diets of most Americans but would be not at all uncommon in many middle-aged individuals of Pacific Islands or Asiatic populations. . . ."

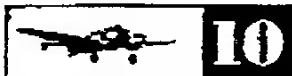
When distilled, it meant we had found the remains of four or more Chamorroans instead of "two white fliers, a man and woman."

"Why did the dentists on Saipan say there were fillings in the teeth?" I asked.

"Their mistake is understandable," said McGown. "They thought the calcified dentine in the teeth was zinc oxide. In appearance, it is almost identical."

There was a long silence as we stared at the pathetic display on the laboratory tables. Deep disappointment mixed with frustration filled my mind. I thought of the work, patience, planning and fighting that had been necessary to produce this moment. And what did we have? A pitiful pile of unidentifiable bones, Mrs. Morrissey and Mrs. Ireland would have to be notified, and another conference would have to be called to inform the news media. With few exceptions, the newsmen were understanding and sympathetic. Most of them decided we were honest, and some had begun to hope the story would be proved. There were no editorial judgments save Roger Grimsby's at KGO-ABC Television. "It may be quite a while," he said, "before Mr. Goerner makes another unfounded claim about something he's dug from a sandy beach on a Pacific Isle."

I smiled as I watched Roger's newscast. It almost didn't hurt.



We boxed the now famous remains and ruefully shipped them back to Saipan where Father Sylvan interred the unknowns in consecrated ground within the boundaries of the cemetery. Thus the bodies we had disturbed were returned to the people.

At that point, I quit. The Navy Department gave me no reason to hope a solution would ever be possible.

Intelligence files Four and Fourteen could not be found. And—unbelievably—most intelligence records for the period 1937-1941 had been destroyed. But, the letters and telephone calls continued. For instance I heard of a man who had worked on Amelia's plane in Burbank, California, at the time the Electra had been brought back from Honolulu for repair. According to this individual, the engines installed were not those described in publicity releases, but were nearly twice as powerful. The plane's fuel capacity was also increased and the consequent range and cruising speed was much longer and higher than the figures released to the public. He was quoted as adding, "Aerial cameras were then placed in the Electra and equipped for automatic operation from the cockpit. We signed an oath we would not reveal any details of the preparations."

The former mechanic was cautious on the phone. He acknowledged saying the things attributed to him, but would not amplify them.

"I can't talk about this business," he said.

"I'm told you have indicated aerial cameras were installed aboard the plane."

"That's right."

"Who installed them?"

"I can't say."

"Please answer this," I said, "and I'll let you go for now. After the special work was done on the Electra, was it capable of flying over the Caroline and Marshall Islands en route to Howland?"

"Yes."

The idea of a possible reconnaissance mission widened further through Mrs. Vivian Maatta of Oakland, California.

In early 1937, she had been hired by a government official named William Miller to work as a secretary for Amelia Earhart. Most of her work, however, was for Miller, and she gradually became aware that he was deeply involved in the planning of the flight. It took me two more years to get the story on Miller. An officer of the Department of Commerce who died in 1945, he was involved in a U.S. race against Japan for airways. Except for Midway, Wake and Guam, Japan controlled the Pacific north of the equator. The U.S. desperately—but secretly—wanted island bases and the only logical places were Baker, Jarvis and Howland. Our only airline active on the Pacific, Pan American, was using flying boats, however. Land bases would obviously have had military purpose, which would have been offensive both to Japan and to isolationist America. Early in 1935, as a starter, Miller started small "colonies" on each of the previously unoccupied islands. In the 1936 election year, however, a political hassle developed over the plans and President Roosevelt ordered the "colonies" withdrawn. Yet the need was still as great when Amelia Earhart asked for aid on her round-the-world flight. She had planned in-flight refueling over the Pacific, but consented to reroute to include Howland Island, which gave the emotion-laden excuse for building a landing strip there.

Miller and the Army Air Corps were confident she could make it—and if she could, it would provide reason to push other land craft to overwater flights and build more island bases to accommodate them.

When the Electra failed to arrive at Howland that July morning in 1937, hope that the three islands could be used for retaliatory or reconnaissance purposes vanished, too, and the crisscrossing Howland runways again became a refuge for birds. The abandonment of the islands as possible air bases was only one of the prices military aviation paid prior to the war for the loss of Amelia and Fred. When the Army attempted to demonstrate that land planes could fly over great stretches of ocean to bomb a target or accomplish photo reconnaissance missions, skeptics pointed to the Howland failure.

I also found AE's regular secretary. She was sure that there was more to the flight than mere adventure. She said:

"I'll ask you a couple of questions, and you can draw your own conclusions. First, do you really think Purdue University bought that plane for Amelia, and do you think that it was intended for some kind of vague experimentation? Second, if the whole thing was a publicity stunt as a lot of people seem to think, why did the government assign some of its top experts to the flight, and why did President Roosevelt have an airfield built for her? Last, do you believe the President ordered the Navy to spend four million dollars on a search for a couple of stunt fliers?"

"Won't you tell me what you think," I asked.

"Only this. President Roosevelt knew about everything. He knew the price Amelia paid."

"Don't you feel it's about time Amelia received some justice?" I continued.

"When one does the things Amelia was doing, one can't expect to receive justice. She knew that. She had talked to me about it."

"Do you think there's any possibility Amelia is still alive?"

"She's dead. She died a long time ago. If she had survived the war, she would have come home even if she had to swim."

"Do you think the Japanese captured her?"

"Of course they did."

"Where?"

"All I can tell you is that it was within moderate range of Howland Island."

"Did she intend to land at Howland?"

"In the beginning, she did."

"Beginning of what?"

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"I mean that was her intention after the first change of plans but before what really happened."

"I'm sorry, I don't understand."

"That's all I'm going to say. I've already said too much."

Another break came when the Coast Guard, without explanation, released the previously classified report of Commander Warner K. Thompson, skipper of the cutter *Itasca*. The first thing it indicated was that there was great confusion between *Itasca* and AE on how communications were to be handled. On the night of July 1, on station at Howland, they learned that Amelia was on her way. The cutter's searchlights were ready to go on after midnight in case the plane picked up a tail wind and arrived early. The vessel's boilers were scheduled to produce great billows of smoke, beginning at dawn, to guide Amelia to the tiny island from a distance.

The tension in the radio room was explosive. Only fragments of messages had been received from the plane, and none contained a position report. Finally Amelia had broken in clearly, and asked *Itasca* to take a bearing on her on 3105 kilocycles radio channel. She whistled briefly to aid the direction finder, and then indicated the plane was approximately 200 miles out. *Itasca* radioed the station on Howland, but AE had not been on the air long enough for the direction finder to get a minimum. A half hour later, she again requested a bearing from *Itasca*, and placed the Electra 100 miles from touchdown. The signal strength was good, but the Navy direction finder on Howland still could not get a cut.

There had been no response to any *Itasca* message during the night; yet AE reported no radio trouble. It seemed she was ignoring *Itasca's* signals, but she did not mention any malfunction of her set.

Not until shortly after 0800 did Amelia acknowledge hearing *Itasca* for the first time.

"We received your signals but unable to get a minimum," she said. "Please take a bearing on us and answer on 3105 with voice."

KHAQQ (the plane's call letters) transmitted long dashes for approximately five seconds on the frequency.

Thompson slammed his fist against the bulkhead. She had done it again. Switched back to 3105 from 7500 as a source for homing signals. AE still had not been on the air long enough for the DF to get a minimum.

Commander Thompson paced the radio shack for a few minutes, but the receivers remained silent. With disgust and despair, he climbed to the *Itasca's* bridge, and scanned the sky above and the distant horizons. In all directions but one, visibility was unlimited. Some 40 miles to the northwest, a massive front of storm clouds rose well over 10,000 feet. If Amelia and Fred were anywhere in that area, Thompson reasoned, they could be in trouble. The smoke from *Itasca's* stack would not be visible, much less the island. If a search had to be launched, northwest was the logical direction.

Thompson returned to the charged atmosphere surrounding the ship's radio in time to hear Amelia's final enigmatic utterance.

Sometime between 0844 and 0846, these words burst through the static on 3105: "We are on the line of position 157-337. Will repeat this message. We will repeat this message on 6210 kilocycles. Wait listening on 6210. We are running north and south."

AE was switching to her daytime frequency. There seemed to be a strong note of anxiety in her voice, and all ears strained for her next words. If she was as close to Howland as signal strength indicated, her 6210 signals should be heard clearly.

Instead, there was nothing. The minutes dragged by as Chief Radioman Bellaris minutely searched the radio band for the sound of the Electra's carrier wave. Still nothing.

At 0900, Thompson climbed back to the bridge and stared at the mass of clouds to the northwest.

"That must be where she is," he thought. "South of us she would see Baker Island. Passing overhead, it would be impossible to miss the smoke. 157-337 must be a sun line or a compass heading. If she meant the line to bisect Howland, northwest is the only possibility."

The decision almost made itself. At 1000 *Itasca* sped 40 miles to the northwest and began to cover a quadrant of ocean.

Ham radio operators began to receive messages attributed to Amelia. Real or bogus, they all found their way to Thompson aboard *Itasca*. Some placed Amelia and Fred in the Phoenix Islands to the southeast. Others had the plane down close to Howland or far to the northeast or northwest. Dozens of U.S. operators claimed to have heard KHAQQ, but there was no official

substantiation from any Coast Guard or Navy radio station. Thompson believed most were fabrications, and he classified the others as "products of hysteria."

On July 7, 1937, *Itasca* ended her service to Amelia Earhart and returned to Pearl Harbor.

Why was Thompson's report classified for 25 years?

His criticism is certainly part of the answer. If it had been released in 1937, reporters would have questioned the involvement of so many departments of government in what had been billed as "a strictly civilian flight." Conjuring answers might have been embarrassing to President Roosevelt. More important, however, were the other enigmas, sufficient to challenge the detective in any newsman's heart. Why was Amelia secretive about her radio plans? Why were her messages to *Itasca* so infrequent and fragmentary? Why did she never send a position report to *Itasca*? Why did she only once acknowledge receiving *Itasca's* signals when the cutter's messages were heard clearly all night by other receivers throughout the Pacific? Why didn't AE broadcast on 500 kilocycles so *Itasca* could use its homing gear?

In one of the milder comments of his transcript, Thompson states, "Viewed from the fact that Miss Earhart's flight was largely dependent on radio communications, her attitude toward arrangements was most casual to say the least."

The 1938 San Francisco Coast Guard Division report, released from secrecy at the same time as Thompson's, maintains AE did not know the Navy 3105 DF had been brought to Howland. Yet Amelia asked that a bearing be taken on 3105, the frequency of the Navy DF, although Thompson and Coast Guard San Francisco Division officially maintained she did not know such a finder was available. It would seem obvious she *did* know of its existence, and chose to use the Navy equipment instead of *Itasca's* low-frequency finder. The Navy DF seemed to be a key, but two years were to pass before I learned more about it.

In mid-1962 Thomas Devine began to bombard me with letters which propounded one theme: I had excavated outside the wrong end of Liyang cemetery. He was now positive the area shown to him in 1945 was beyond the northern, not the southern perimeter of the graveyard, and if I could arrange clearance with the Navy for him to visit Saipan, he was certain he could lead me to the exact spot. He had tried without success to obtain permission on his own.

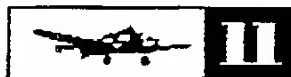
I sympathized with Devine, but I had no intention of returning to Saipan. Then Ross Game, editor of the Napa (California) Register and secretary of the Associated Press, asked me: "How much do you believe in what you've found?"

"Either I'm completely out of my mind, Ross, or this thing is the damndest cover-up in the history of journalism. A lot of people are running scared for reasons I can only begin to understand. Every time I begin to follow a lead, those in official places get defensive, doors close and tangibles disappear. From what we've learned, I have to believe Earhart and Noonan were captured by the Japanese and more than a few people in Washington knew or suspected it long before Pearl Harbor."

Ross thought I should go back to Saipan for still another look. The station certainly would not back me again, but he arranged with his and other papers to pay for the trip in return for a series of articles—and he decided he would go with me. I applied to the Office of the Chief of Naval Operations for clearance and found that Saipan was no longer under Navy control!

We learned it had been turned over to the Department of Interior, but there was no mention of NTTU.

Game and I left San Francisco September 1. The adventure of pursuing Amelia Earhart had only begun.



At Guam, a Trust Territory official suggested, "Why don't you take a Chamorroan from Guam with you? Someone like Jose Quintanilla. Big Joe commands respect and is used to questioning people and sifting fact from fiction." Quintanilla is Guam's police chief.

The big-barrel-chested Chamorroan wanted to go and even included his assistant, Detective Lieutenant Eddie Camacho, who had relatives on Saipan and knew the history of most of the families. The next morning, we boarded one of the Trust Territory's ancient SA-16 Albatross seaplanes and quivered the 115 miles north to Saipan.

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Fathers Sylvan and Arnold met the plane and told us of changes. The shift of control had altered the island's atmosphere. The natives now traveled in relative freedom and seemed gayer and more communicative. All of NTTU was gone and the school town was now occupied by Department of Interior personnel.

"What's with our old friend, Francisco Galvan?" I asked. "He's got plenty of money, but where it comes from is a mystery. That pile of scrap is twice as big, but he still hasn't been able to arrange for a ship to pick it up."

Joe and Eddie reacted visibly to Galvan's name.

"Is Galvan's family name 'Kobei'?" asked Joe.

"That's right," said Father Arnold.

"I know him," said Eddie with a bitter note in his voice. "He collaborated with the Japanese when they invaded Guam in '41. He came with them as an interpreter."

"Everyone on the island says Galvan knows about the two white fliers," added Father Arnold.

"That figures," said Eddie. "He was a hancha with the Jap military police. You leave Mr. 'Kobei' to me."

Quintanilla stared at his detective-lieutenant for a moment, then added, "Mr. Camacho will keep his hands off Mr. 'Kobei.' The Guam Police Department is not a revenge bureau."

Eddie stared back and then broke into a grin. "Okay, Joe. Relax. I just get a little hot when I hear his name."

The next morning at the Mission House we had a visitor: Francisco "Kobei" Galvan.

"He wants to ask a favor of you," Father Sylvan translated, "and he says he's willing to do one for you in return. He wants you to get permission for a Japanese ship to come in and pick up that pile of scrap he's got down at the harbor."

Anxiety and tension began to cloud Galvan's face. His words broke through the facade of bravado and became a stammer of pleading sounds.

Father Sylvan said, "It appears that 'Kobei' has received large amounts of money from a Japanese company for his scrap with the understanding that only a Japanese ship can pick it up. Our government will not permit Japanese vessels to visit the islands. He has to give back the money, a good portion of which he has already spent, or get this wedge for the Japanese. He's afraid of what will happen to him if he can't do either."

"What's he bargaining with?" I asked.

Father Sylvan managed a wry smile. "Kobei" says he'll tell you where the woman flier is and what happened to her."

I tried not to show any particular reaction. "Ask him what he knows about the woman flier," I said.

Francisco looked sharply at me, and muttered.

"He says he'll talk about it only after the arrangements for the ship have been made," said Father Sylvan.

"Tell him that's impossible. I won't make any effort in his behalf until I know the extent of his information."

"Kobei" slapped the old cap back on his head and strode from the room, slamming the door behind him. He shouted some words through the screen before disappearing around the building.

"Pardon me, Frederick," said Father Sylvan, "but he says you are an unprintable word, and if you have anything else to say to him he'll be at the Saipan Style Center this afternoon."

Ross, Joe and Eddie were excited when they returned to the Mission at noon. They had talked with a half-dozen witnesses and were convinced they told the truth.

I disclosed Galvan's visit, and excitement increased.

"Why don't you let me handle 'Kobei,'" pleaded Eddie. "I'll get what you want."

"Roughing him up won't work," said Joe.

"Let's talk to him again this afternoon," I said.

The Saipan Style Center is a ramshackle four-room combination restaurant-bar-dancehall-trinket shop. Native Chamorroans comprise the bulk of its trade. Two voluptuous Saipanese girls serve come-ons with the drinks. The place takes its name from two oddly clothed manikins which dominate a dirty, insect-specked window fronting the trinket shop.

As we walked through the room, the barmaids brightened.

"Where's 'Kobei'?" Joe asked one of the girls.

She made a distasteful face. "He's back in the restaurant."

Galvan was sitting alone at a table toward the rear of the low-ceilinged room, sucking up large forkfuls of a stringy, glutinous, seaweed substance. As we approached, Francisco saw me first and there was a flash of cunning, but when he recognized Joe and Eddie, hostility reclaimed the face and his eyes projected fear.

Eddie translated for Ross and me.

"Hello, 'Kobei,'" said Joe with a cynical half smile. "You remember me, don't you? Captain Quintanilla from Guam?"

Again a grunt.

"You're being talked to, you snake," snarled Eddie.

The words came with such force Galvan choked on a mouthful of food and the explosion sprayed half-masticated particles over the table and on the sleeve of Eddie's shirt. With revulsion, Eddie brushed the mess from his arm and prepared to resume attack, but Joe pushed him into a chair.

"What do you know about the man and woman, the fliers the Japanese captured before the war?" Joe asked.

"I know of them," Francisco muttered.

"Do you know what happened to them?"

"I not ready to say."

"Did the Japs kill them?"

Francisco shrugged his shoulders.

"You were an important man with the Kempeitai?"

Francisco squirmed in his chair.

"I was small man," he replied.

"You're lying," said Eddie. "You were hancha with your Jap friends. You forget I was on Guam in '41 when you did their work."

"I had to help them," said Francisco. "They made me."

"You didn't have to beat and torture your own people," Eddie shouted.

Joe asked about the trade he had offered.

"I will tell only if Japan ship come for scrap."

"What will you trade?" asked Joe.

"What he wants," said Francisco, pointing to me. "I will tell of man and woman and plane. Not here. Far away. Japanese catch and bring them to Saipan. I know more than anybody."

Joe asked more questions, but Galvan returned to his name-calling blue-plate special and focused attention on the wall.

"Tell him," I said to Joe, "if he continues to withhold information, I'll try to make certain that no Japanese ship is given permission to transport his scrap."

Joe relayed the threat, and Galvan erupted.

"You not stop 'Kobei,'" he screamed. "I fix you good."

His eyes were maniacal; his face contorted to hatred. Almost without looking, he grabbed an empty beer bottle but at the same moment, Eddie scooped a knife from the floor and jumped in front of us. Francisco began to back toward the door.

"Go ahead, 'Kobei,'" said Eddie. "Use that bottle, and I'll cut your throat out."

Francisco Galvan fled down the road. The next day he left for Guam and did not return until we departed.

During the next week, we worked the northern perimeter of Liyang cemetery, following Devine's instructions. The conclusion was the same: The southern end, where we had excavated before, more closely fit the maps and photographs. Devine's orientation seemed exactly reversed, but I decided to go ahead as Devine wished. We found nothing.

Further search for the grave seemed useless, but we did make progress with testimony. Departure of NTTU and the Navy had loosened tongues. Even "Kobei's" brother helped us.

Bridwell had taken me to see Vicente "Galvan" in 1960 and he had seemed nervous as he denied knowledge.

He was a changed man in 1962.

"Many who know of the flier have not helped you," he said.

"Why not?"

"The Navy and NTTU wished you to be discouraged. Some were afraid to speak. The Japanese were very hard with people who talked, and there still are Japanese sympathizers here. The woman you look for, along with a man, were picked up by the Japanese in the Marshall Islands. I heard this from Japanese officers. Many of us knew this. It is possible the woman and perhaps the man were brought to Saipan from the Marshalls, but they did not fly their plane here."

"Have we been looking in the right place for their remains?" asked Father Sylvan.

"I do not think so. There may be confusion about the area."

"What do you mean?"

"Liyang cemetery," said Vicente, "was not dedicated until 1940. The old cemetery was located in Garapan City, but the Japanese wanted that property and ordered the Chamorroan people to dig up the graves and move the caskets and bones to Liyang. This was started sometime during 1938 or '39. If the woman died before then, she would have been buried outside Garapan cemetery; after 1940, outside Liyang."

Vicente's leads were productive.

Jose Villa-Gomez said, "Japanese officers spoke of one American woman flier and one man captured near Marshall Islands before the war. They were found somewhere near Jaluit Atoll."

Antonio Diaz said, "The woman flier was brought to Saipan. Do not believe anyone who tells you she flew the plane to Saipan. The Japanese one day unloaded it from ship at Tanopag, and they take it on big truck to Aslito field. The officers talked about it as her plane."

"What condition was the plane in?" I asked.

"It was not wrecked or I would remember."

"What happened to the woman?" asked Eddie.

"I think she did not leave the island."

"What happened to the plane?" I asked.

"I did not see it again," said Diaz.

Mrs. Joaquina Cabrera, who had laundered for the Japanese and the prisoners at Kobayashi Royokan in Garapan, a hotel taken over to house important and political prisoners, told us:

"One day when I came to work," she began, "they were there. ... a white lady and man. The police never left them. The lady wore a man's clothes when she first came. I was given her clothes to clean. I remember pants and a jacket. It was leather or heavy cloth, so I did not wash it. I rubbed it clean. The man I saw only once. His head was hurt. The police took him to another place, and he did not come back. The lady was thin and very tired. Every day more Japanese came to talk with her. She never smiled to them but did to me. She did not speak our language, but I know she thanked me. She was a sweet, gentle lady. I think the police sometimes hurt her. She had bruises and one time her arm was hurt. She held it close to her side. Then, one day ... police said she was dead of disease."

"She was tall for a woman, and her hair was short like a man's. But she had a thin, pretty face. It had look of kindness and suffering."

"How long was the woman here before she died?" asked Joe.

"It was many months. Perhaps a year. I am not sure."

"Where was the woman buried?" said Ross.

"It is possible near Garapan," Mrs. Cabrera said carefully.

"I am not sure."

"Do you mean Garapan or Liyang cemetery?"

"Garapan."

"Does any part of Garapan cemetery still exist?" I asked.

"No," Father Arnold said. "There's nothing but jungle there now. I don't think anyone is even sure of the location."

Before we left Saipan in September 1962, Joe, Eddie, Ross and I sat down with Fathers Arnold and Sylvan at the Mission House and thoroughly discussed the investigation.

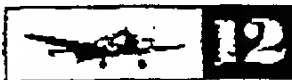
Our conclusions were that Amelia and Fred were captured in the Marshalls and brought to Saipan, possibly by the Japanese seaplane tender *Kanrai*, which may also have brought their plane. Description of the white woman held at Kobayashi Royokan almost perfectly fitted Earhart. The general area of burial, however, remained obscure. It could be either Liyang cemetery or the old Garapan graveyard site.

On a roundabout way home from Saipan, we visited many of the islands that had made history during World War II. But Kwajalein mysteriously was barred to us. The Navy refused to give reasons. Several leads suggested people on Kwajalein could help us, but there was nothing we could do. On Majuro we found the native called Elien, now a schoolteacher. He remembered his conversation with Eugene Bogan.

"I did not see the woman. I only heard about her from a Japanese friend named Ajima. He worked for the trading company and used to travel to all the islands. He said one American woman came down in plane Jaluit and that she was picked up by Japanese ship."

"He said she was a spy and that she was taken away. I assumed to Jaluit, but she could have been taken to Kwajalein or some place else."

Ajima, who long since had disappeared, had not described the woman or her plane, nor had he said what had happened to her.



The tape recordings made during the 1962 trip were used by KCBS for an hour-long documentary. The show sketched the U.S. 1944 Pacific invasions and recounted the look of the island battlefields 17 years after the war. As I prepared for the broad-

cast, Commander John Pillsbury, Public Information Officer for the 12th Naval District, arranged a meeting with Fleet Admiral Chester W. Nimitz. It was the first of many meetings and the beginning of a friendship I shall treasure all my life.

As the interview concluded, I chanced the question.

"Is there anything you can tell me, sir, about Amelia Earhart?"

Admiral Nimitz carefully answered, "Not a great deal. I remember hearing that some things that belonged to her had been found on one of the islands. Most likely it was channeled through Joint Intelligence at Pearl Harbor."

"Some people think I'm crazy for pursuing this thing so long," I said. "Do you feel I'm wasting my time?"

"You seem quite rational to me," smiled the admiral.

Commander Pillsbury later said, "Don't forget that the admiral, even though he's 77, is still on active duty. There's a limit to what he can tell you. I'd take what he said as definite encouragement."

After Commander Pillsbury retired, he said, "You're on the right track with your Amelia Earhart investigation. Admiral Nimitz wants you to continue, and he says you're onto something that will stagger your imagination. I'll tell you this, too. You have the respect of a lot of people for the way you've stuck at this thing. Keep plugging. You'll get the answers."

His words were welcome, but the question was where to plug. After three years of investigation and three trips to the Pacific, the avenues to final answers seemed as blocked as ever.

Mr. E. H. Dimity of Oakland, California, who had planned a search for AE before World War II showed me two documents which seemed of great importance. They were duplicates of messages copied by three operators at the Navy radio station at Diamond Head, Oahu, Hawaii, in the first days after the disappearance. On the Fourth of July, 1937, the station had received carrier waves on 3105 kilocycles at approximately 15 to 20 minutes past the hour during the night. At one point a man's voice had been heard, but it was undistinguishable. On the night of July 7, 1937, a woman's voice had been heard saying, "Earhart calling. NRUI—NRUI—calling from KHAQQ [Amelia's call letters]. On coral southwest of unknown island. Do not know how long we will. ..."

At that point the carrier wave had faded, but a few seconds later the woman's voice broke in and said, KHAQQ calling. KHAQQ. We are out a little. ... The wave faded a second time, and the voice was not heard again.

The Saipan spy-school story finally broke through a Honolulu newspaper. The CIA apologized for letting me be beaten on a news story I had uncovered and CBS ran a short item.

With Saipan security relaxed it was possible to get clearance for a visit there by Thomas Devine, who was still sure he could find the grave. On December 1, 1963 Devine and I departed for the fourth expedition to Saipan. Fathers Conover, Bendowske and Andrew San Augustin met us and we took Devine to Liyang cemetery. I showed him how several of his photos matched some of the markers in the graveyard, and how we had come to the conclusion that his directions to us had been reversed.

"It's so changed," he said, after several hours. "I have the feeling we're too far south. Some of the pictures match all right, but it's possible they were taken by one of my buddies. The graveyard I remember was a temporary one, and it was much closer to Garapan City and the Japanese jail."

Through old maps we found the Garapan city graveyard and Devine's enthusiasm immediately returned. The area was much more familiar to him and when we hacked our way into the crumbling Japanese prison, the distances he recalled seemed identical.

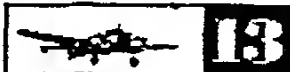
"I'm sure we're near it now," he said. "I remember walking past the jail many times, and the graveyard was right where the surveyor has placed it."

We found a woman who, before the war, had been shown the unmarked grave of an American man and woman outside the Garapan cemetery by a Japanese soldier. The soldier had mentioned that the man and woman had been fliers and were killed as spies. We used a bulldozer and on December 22, and 23, 1963, we found the remains of eight people. None was what we sought. I wanted to continue excavation, but an approaching 100 mph typhoon drove us away.

Before leaving Saipan, Tom Devine told us of two strange scenes in 1945 at the captured Japanese air base, Aslito Field. One day he had overheard a conversation among several high-ranking officers outside a closely-guarded hangar to the effect that the plane inside had been identified as Amelia Earhart's. One of the officers said, "This is top secret. Wally Greene has identified the plane, and that's an end to it."

The next night Devine had gone back to the field to see if he could get a look at the plane. As he watched, a civilian two-motored transport was rolled out of the hangar, drenched with gasoline, and burned into rubble. Devine believed the "Wally Greene" who had been mentioned was Wallace M. Greene, Jr., G-3 staff officer for the 2nd Marine Division on Saipan in 1944-45, the same Wallace M. Greene, Jr., who became Commandant of the U.S. Marine Corps in 1963.

The morning of December 24 we headed for San Francisco. It was a dismal Christmas Eve. The end of the fourth 12,000 mile trek to the Pacific, and still no final answer for Amelia and Fred was in sight.



On Thursday, January 2, 1964, we heard from a man named Henson who said he recovered the remains of Earhart and Noonan from an unmarked grave outside a native cemetery on Saipan the latter part of July 1944! Everett Henson, Jr., worked for the Federal Housing Administration at Sacramento as an appraiser. He was an intelligent, reserved man in his mid-forties, who had served with the 2nd Marine Division on Saipan in 1944. Sometime in late July or early August 1944, a Marine captain had asked for volunteers from Henson's platoon for a patrol the next morning. Henson and a friend, Private First Class Billy Burks, had volunteered. The captain, whose name was Griswold, had then taken the two privates to a small native cemetery south of Garapan near the Japanese hospital and fairly close to the western shoreline. They looked for graves outside the boundary of the cemetery. Henson found a small area and the captain ordered them to dig. About three to four feet down, two skeletons had been found and the remains were placed in containers the captain had brought with him.

While they were excavating, Henson had asked the captain what was behind the whole thing. Griswold replied, "Have you ever heard of Amelia Earhart?"

When Henson answered he had heard of her, the captain added, "I think, then, that's enough said."

On the way back to the encampment that evening, Captain Griswold had admonished both Henson and Burks to say nothing of the afternoon's activities.

I spent a good part of the night thinking through Henson's story. If he was telling the truth, then I'd been blind. The Marines were the first ashore in most of the invasions of the Pacific islands and it made sense they would have found the bulk of intelligence information.

If the remains recovered in 1944 were those of Earhart and Noonan, why hadn't it been announced at the time? Such a revelation would have produced strong propaganda against Japan. And where were the remains today?

I recalled then the letters from Robert Kinley, who had found a photograph of Amelia together with the Japanese officer; Kinley had been a Marine. There was Devine's information about a "Wally Greene" having identified AE's plane at Ailing Field in 1944. If "Wally" really was General Wallace M. Greene, Jr., another Marine was closely connected to the story.

Nothing Henson had said matched the cemetery area we had worked in 1961 and 1962, but it did fit descriptions of the graveyard closer to Garapan where we had found the eight unmarked graves on our last trip. I began to understand what might have happened to Devine. He had pictures of "Cave" cemetery, but actually he had been shown Garapan cemetery in 1945. Tom had arrived, in the last days we were on the island, at the right site but, according to Everett Henson, 20 years too late.

Henson knew little about Captain Griswold except that he obviously was an intelligence officer. "I do remember he said The Griswold Stove Manufacturing Company was in his family."

Henson did not see Griswold again; nor did he see Burks after Saipan. He remembered Burks was a Texan, but had been living in Southern California. He added: "There's something wrong with this whole business about Earhart and Noonan. I think we dug up their bodies in 1944, but 20 years later it's still claimed nobody knows what happened to them."

The following week the U.S. Marines were again brought to the center of the investigation by a letter from Warren Hesse, general manager of KPBN Radio in Pampa, Texas. Hesse wrote of a friend of his on whose honesty he would swear, a W. B. Jackson.

In February 1944, on the Island of Namur, Kwajalein Atoll, Marshall Islands, three Marines brought a suitcase from a barracks. They disclosed that the room they found it in was fitted up for a woman. In the suitcase they found a woman's clothing, a number of clippings of articles on Amelia Earhart, and a leather-backed, locked diary engraved *10-Year Diary of Amelia Earhart*. Jackson sent them to the Regimental Command Post with it.

Less than a week later I received a telephone call from a former Marine captain, Victor Maghokian, living in Las Vegas. His story closely paralleled Jackson's. I checked both ways. Maghokian had never heard of Jackson, and Jackson only vaguely remembered Maghokian. There was just too much testimony from too many reputable people to draw any but one conclusion: Earhart and Noonan had gone down in the Marshalls and were captured by the Japanese.

But where in the Marshalls. Was it Ailinglapalap as Bridwell believed or between Mill and Jalmit as the Japanese trader Ajima had reported to Elihu? If Tom Devine was right, and General Greene, the Commandant of the Marine Corps in Washington, D.C., had been involved in the mystery to the point of identifying AE's plane on Saipan in 1944, then a Japanese ship, perhaps the carrier *Kamot*, had plucked the Electra from the water on the shore and transported it to Saipan. The Japanese had been great record-keepers; there must be records extant which would detail the entire sequence of events. But where were those records? We had tried everything to locate them. Where were the pictures found at Saipan? The diary and personal effects located at Kwajalein? We already knew beyond doubt that the State Department and Navy Department had classified files which had never been made available. Serious discrepancies in letters to me from both departments indicated the existence of the files.

There was something tremendous behind the disappearance of Amelia Earhart and Frederick Noonan in 1937. Now was the time to place the evidence in the hands of someone who had real power within the government. We chose U.S. Sen. Thomas H. Kuchel of California. In April 1964, Came and I went to Washington, D.C., for two weeks with three purposes: (A) Get the classified report from the State Department. (B) Get the classified report from the Navy Department. (C) Get a statement from General Greene and determine how deeply the Marine Corps had been involved.

"A" and "B" were difficult. "C" was impossible.

In Washington we began by trying to see General Greene and got what can only be described as a stall. When Senator Kuchel's office pressed the matter, we were granted an appointment for the following week with Col. Randolph Berkeley, G-2 Intelligence.

The Navy file was not much, but the State Department's classified file was interesting. It contained a letter from Amelia Earhart's mother in 1949 which pleaded with State to find out from the Japanese what had happened to her daughter. "There were things Amelia could not tell me," Mrs. Earhart wrote. "I know she was under verbal orders from the Military."

Two letters concerned equipment. The engines carried by the Lockheed were not those publicly listed. Two new Pratt & Whitney Senior Wasp military-version engines had been installed instead of the 550 hp. Wasp Juniors. The new engines gave half again as much power and cruising speed of 200 or more miles-per-hour.

The diplomatic exchanges between Japan and the United States at the time of AE's disappearance were also included in the file. One reply from Japan was a clear and definite refusal for U.S. planes to fly over the Marshall Islands to search for Amelia and Fred. The Japanese had been unusually blunt.

There was plenty of reading between the lines to be done. Most significant was the proof that the engines had been changed. The added power altered every computation that had publicly been made for the flight. With better than a 200 mile-per-hour cruising speed, Amelia could have flown in a number of directions and still kept her estimated time of arrival at Howland Island which had been based on the speed produced by the lesser-powered engines. What I had noticed about the half-hour apart messages received by the *Itasca* had been correct; the Electra was averaging 200 miles an hour!

Now we met Colonel Berkeley, Marine G-2. He listened carefully, then asked us to come back in a week. When we returned he was on leave and unavailable; and so was General Greene. Before we left Washington, we had several lengthy discussions about what might lie behind the enigma of Earhart and Noonan.

Why had the information about them been suppressed for so many years? Why the continuing evasion and secrecy? This is the conclusion we reached.

Amelia and Fred were captured and held by the Japanese in 1937 and the U.S. military either knew it or strongly suspected it. President Roosevelt was also aware of the situation. But what could be done about it? The United States was in a mood of isolationism and our military forces were anything but prepared for conflict. To have ordered the carrier *Lexington* and its accompanying forces to search the Marshall Islands in the face of Japan's refusal to permit such a search could well have precipitated World War II, at least in the Pacific area, in 1937. Roosevelt certainly would have been committing political suicide by issuing the order.

Earhart and Noonan were serving their country. They were on a reconnaissance mission, almost parallel to the U-2 flights of the 1960's, but with that mission went the hazard that always must be faced by spies. If you're caught, your country can do nothing to help you. The first tangible evidence that AE and Fred had been held by the Japanese came with the February 1944 invasion of the Marshalls. Then, Saipan, and the full knowledge of what had happened to them. The timing could not have been worse for acknowledging the fate of AE and Noonan. It was just four months before the national election, and President Roosevelt, seeking his fourth term, was having a tough duel with Thomas E. Dewey. The issue of the abandonment of Earhart could have swung the election. The polling was close, Dewey losing 13 states by less than three percent of the popular vote; those 13 states alone would have given Thomas Dewey the electoral count he needed for victory.

President Roosevelt died in 1945 and doubtless President Truman had no wish to qualify FDR's memory. Then, in the early 1950's, the whole future of Saipan changed when the CIA built its super spy school. In 1960, when we had begun our investigation, Saipan's CIA operation was in full swing. The timing again could not have been worse for Earhart and Noonan.

By 1964, though, the threat of disclosure of the CIA on Saipan had been removed. The question now was, after all the years and all the delays, how would the information be released? Someone was going to have to take responsibility and there appeared to be no volunteers.

What about Japan? Why had she not admitted culpability long before? The answer was that there was nothing to be gained and a lot to be lost. Japan had never admitted the illegal use of the Mandated Islands. Now it hoped for the return of Okinawa through the United Nations. An uproar about Amelia Earhart might endanger those chances.

U.S. relations with Japan were touchy in 1964, too, over Polaris submarines based there and trade with Red China. These and other considerations could militate against the release of a final answer to an old mystery.

That was how we saw it when we returned to San Francisco at the end of April 1964 and tried to find Billy Burks.



While I searched for Burks, help came from Washington, D.C., from an unexpected source. One of the highest ranking and most respected members of the U.S. Department of Commerce wrote to me July 31, 1964, and offered to assist on a quasi-governmental basis. (I omit his name by request.) He uncovered the information I have recounted earlier about William Miller.

He drew interesting comments from the Pentagon. From General Lucius D. Clay: "There's more to the Earhart business than anyone suspected. I'm not a part of it myself, but I would like to see it told." From a staff assistant in the Secretary of Defense office who refused to be named: "There is a complete file on what happened to Earhart right here in the Defense Department."

It took months of patient digging to locate Billy Burks in Dallas. I phoned him and after a few minutes asked:

"Do you recall having been asked to excavate for human remains while you were on Saipan?"

"Yes... how the hell do you know that? I'll never forget it."

"Do you remember who was with you at the time?"

"Yeah... I guess I do. It was Ev Henson, I think, and some officer. Some guy in Intelligence."

"Could you describe for me exactly what happened?"

"Well... seems to me we went out near some old graveyard there on Saipan and this officer had Ev and me dig up some bodies. That's about all there was to it."

"How deep did you dig?"

"Oh... Three or four feet maybe."

"What did you find?"

"Oh... it was a couple of people. There was nothing but bones."

"What did the officer do with them?"

"He put them in something, a box or a can or something."

"Then what?"

"He took 'em away."

"I'm going to speak three names, Mr. Burks, and I want you to tell me which one sounds the most like the officer's name. Carlson... Griswold... Butler."

"Griswold! That's it. Griswold. That was the guy's name. I'm sure of it."

"Mr. Burks, this is important. Did Griswold say who the people were?"

"Yes, sir, he did. Griswold said we dug up that flier, Amelia Earhart."

We renewed the attack in Washington in January, 1965. We made a detailed statement of our findings that ran 12 feet in length. The Defense Department took it and reported back: "There is a great deal more to this Earhart matter than anyone suspected. There are some possible international repercussions and even some political overtones for this country. The Defense Department will have to have clearance from Department of State before any classified information can be released or we can officially comment."

The material was passed on to State, which denied having had anything substantive to do with the matter. That left us free to go back to Defense, and at last General Greene agreed to see us if I would return to Washington.

The following day Admiral Nimitz said, "Now that you're going to Washington, Fred, I want to tell you Earhart and her navigator did go down in the Marshalls and were picked up by the Japanese."

It was a rewarding moment. After five years of effort, the former commander of U.S. Naval Forces in the Pacific was telling me it had not been wasted.

"Where can I get the evidence we need to see this thing up?"

"Well, there is one person in particular I want you to call. That's General Harry Schmidt who lives now in San Diego. He commanded a part of the Marine Forces during the invasion of Kwajalein. I think he can tell you what you want to know."

I had another look at the Navy's classified Earhart file and found that another piece of evidence had been added. A terse, U.S. Navy message with no heading stated. "At 10:30, the morning of the disappearance, Nauru Island radio station picked up Earhart at 6210 kcs saying, 'Land in sight ahead.'"

I blinked. Nearly two hours after Amelia had supposedly run out of gas, a radio station in the British-controlled Gilbert Islands had received her voice. Why was that message not included as part of the 1937 search? What had she sighted? Was that the extent of the message?

At 10:00 a.m., April 6, I met with the Commandant of the Marine Corps, Wallace M. Greene, Jr. Greene, a slim, dapper man of medium height, was perfunctory. I asked what he knew about Amelia Earhart.

"Nothing very much," he said quickly. "I want to make it quite clear at the beginning of this meeting that I had nothing to do with identifying either her or her plane on Saipan as has been alleged. I have nothing to offer that could help you."

"Why, sir," I asked, "was it so difficult then for us to get you to state that last year when we were in Washington?"

"You don't seem to believe me. I didn't have a thing to do with Amelia Earhart. I'm not used to protesting my innocence."

The level of the general's voice rose considerably during his last two sentences. It was evident he did not intend to be pushed further.

"We of course accept your word, General," I said. "You can understand, I think, why we wanted to hear from you personally."

Greene nodded and tension decreased.

Then I detailed in about 20 minutes the scope of the investigation and what we had learned.

"What do you want me to do?" asked Greene.

"Help us find Captain Griswold," I said, "and give us an official Marine Corps position on all this."

The general stood up and walked around his desk.

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"I'll try," he said. "I don't quarrel with your theory that Earhart and her navigator went down in the Marshalls, but I'm in no position at this point to give you any confirmation of it."

That ended our long-awaited conference with Greene. Apparently we were no closer to an admission of involvement on the part of the Marine Corps than when we entered his office.

I called General Schmidt, and though he was reluctant, he agreed to discuss the case with me if I would fly to San Diego.

The day before we left for San Diego, General Greene's office found a Captain Griswold, who had been in Intelligence with the 18th Marines, 2nd Division, on Saipan in 1944. His full name was Tracy Griswold. He owned a construction company in Erie, Pennsylvania, having retired from the Marine Corps Reserve as a major in 1963.

He recognized my name and knew what I wanted. Yes, he had been on Saipan in Intelligence and no, he didn't recall digging up any remains. Nor did he recall the men who had identified him. "Are you sure they were talking about me?"

"Mr. Griswold, did your family have anything to do with the Griswold Stove Manufacturing Company?" asked.

There was a long pause, then he said in an awed tone. "Yes... as a matter of fact they did. How did you know that?"

"I didn't," I replied. "Henson and Burks said they remembered you saying it."

"Well, I'll be darned," said Griswold. "Say... Mr. Goerner... could you possibly come over to Erie so I could talk to you in person?"

But I was leaving for San Diego. Later Griswold told me again that he couldn't remember opening any graves.

The next day I flew to San Diego and an odd confrontation with General Schmidt.

"I'm sorry, gentlemen," said the general, "but there's no way I can help you."

"But we flew here from Washington, on the promise you would talk to us about Earhart," I said. "Why have us fly out here?"

"Well, you television and radio people have a lot of money. It won't hurt you any."

I could not believe what I was hearing.

I called Admiral Nimitz, briefly explained the situation to him, then asked General Schmidt to talk to his old comrade. As they talked, the general's respect and love for Nimitz was clear to all of us.

But: "I can't, Chester," he said. "I can't help them."

Several days later Admiral Nimitz said to me, "I can't understand it. The Marine Corps is covering up for something or someone. Perhaps the State Department blocked it. The door is being closed on you for a reason. Keep trying. Don't give up."

Senator Kuchel's office was not ready to concede anything, either.

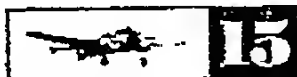
"Write a letter to General Greene, Fred," said the Senator's administrative assistant, "and clearly ask the questions you want answered. Send us carbon copies and we'll see that something is done. We have one big recourse left. If satisfaction isn't forthcoming, we'll refer the whole business to Congressman John Moss and his Committee which investigates the illegal withholding of information by the government."

In an April 16, 1965 letter, I asked General Greene if the Marine Corps had or had had classified files on Amelia Earhart and then I posed a series of questions developing the information we had that the Marines had disinterred the remains of Amelia Earhart and Frederick Noonan and asked for the Marine Corps position. His answer was negative on the files and said the Corps took no position on the other questions.

No position? How could the Marine Corps not have a position?

In the months that followed, I debated whether to ask Senator Kuchel to go ahead and arrange the investigation, or to continue to wait—and to believe that the answers would come, eventually.

My decision was made in January 1966. Several weeks before he suffered the stroke which led to his death, Admiral Nimitz said to me, "I hope you will go ahead with your book, Fred. It could bring the justice that is deserved."



Now, in closing, let me make a full summary of what probably happened to Amelia Earhart and Fred Noonan.

When Amelia and Fred took off from Lae, New Guinea, they did not fly directly toward Howland Island. They headed north to

Truk in the central Carolines. Their mission was to observe the number of airfields and extent of Japan's fleet-serving facilities in the Truk complex, and prove the advantages of fields for land planes on U.S. held islands on the equator.

Flight strategy had been carefully developed during the around-the-world trip. A point-to-point speed of not more than 150 miles-per-hour had been maintained. In fact, the Electra was powered by Wasp Senior engines capable of a 200 miles-per-hour cruising speed at 11,000 feet.

By late afternoon she was high over Truk, noting airfields and docks. Since a foreign aircraft had never been seen over Truk, the Japanese were caught completely by surprise. Then Fred gave Amelia the heading for Howland. But now they flew into violent weather. Amelia was flying dead reckoning by magnetic compass. The plane was still too far away to receive homing signals from the Itasca, or for the newly developed U.S. Navy direction finder on Howland Island to get a bearing from her signals. Beside that, if she asked for bearings too soon, the mission might be given away. It would be difficult to explain why she was flying into Howland from the northwest instead of south-west, and there was also the danger the Japanese might get a fix on her signals.

The tropical storms increased as the night wore on, and Fred could not gauge the amount of headwind or drift.

At 5:15 a.m. Fred figured they were within 200 miles of Howland, and it would be safe to ask for a bearing. Amelia asked Itasca for a position on 3105 kcs from the special Navy DF set up on the island. Thirty minutes later, she repeated the request and indicated that they were within a hundred miles of Howland.

Actually, Noonan had not been able to calculate headwinds, and the plane was still more than 400 miles out.

By 7:00 a.m. Amelia was sure they had overshoot Howland in the darkness, and she began to circle hoping to pick up Itasca's signals on her own direction finder loop. At 8:00 a.m. she received Itasca briefly but could not get a minimum. Then about 8:40 Fred succeeded in shooting a sun line—157-337—and in desperation, Amelia radioed that to Itasca. They had no reference point with which to place themselves along the sun line, but at least it was something.

At that point she switched her radio from the nighttime 3105 frequency to daylight 6210, and decided to use an already calculated emergency plan. Gas was low, two hours remaining at most, and there was no time to waste. She had said before the flight, "If we don't pick up Howland, I'll try to fly back into the Gilberts and find a nice stretch of beach."

Amelia turned north and west, still thinking she had overshoot Howland. Actually, she was heading away from their destination. At approximately 10:30 a.m., she sighted a small island, and the around-the-world flight had ended, not in the Gilbert Islands, but in a shallow-water landing at Mili Atoll in the south-eastern Marshalls, territory mandated to Japan.

Amelia was uninjured, but Fred had struck his head. AE began to estimate their situation. If the emergency radio gear and battery in the cockpit worked, they should have nothing to worry about. She began to send S.O.S. messages. She still did not know where she was.

Around the world the story of the disappearance was on every newspaper's front page. The consternation at high levels of government in Washington was considerable, when word circulated quietly that Amelia had tried to reach Howland by way of Truk. The Japanese now had little doubt who had violated their top-secret air space.

For the next 12 days, the race was on to see which nation could find Amelia and Fred first. The United States had no chance really, because it could not enter the Marshalls. When Noonan was able to shoot a star sight, he and Amelia must have known what faced them.

On or about July 13, 1937, a Japanese fishing boat moved into the island, and took AE and Fred aboard, transferring them later to either the Japanese seaplane tender *Kamo* or survey ship *Koshu*. They were taken first to Jaluit, then Kwajalein and finally to Japan's military headquarters in the Pacific, Saipan. The kind of questioning and hardships they endured can be imagined. The most depressing aspect of the ordeal for both of them must have been the fact that their country could do nothing to rescue or ransom them. For the rest of us there has to be bewilderment. Twenty-nine years later, the major pieces of the mystery finally seem resolved, but nothing has been done officially to fill in the details and clear the record completely.

—Fred Goerner

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COMMITTEE ON
GOVERNMENT OPERATIONS

House of Representatives
2157 RAYBURN HOUSE OFFICE BUILDING
CAPITOL 4-3121
MAJORITY—EXTENSION 5051
MINORITY—EXTENSION 5074

MEMORANDUM

2/10/67

Mr. Dougall:

I have just received a copy of
the memo that I discussed with you
over the phone. I direct your
attention to Paragraph c.

Cordially,

Johan T. Benson

Department of State

DEPARTMENT OF STATE
() RELEASE () DECLASSIFY
() EXCISE () DECLASSIFY IN PART
() DENY

FOIA Exemptions () CLASSIFY on () S or () C Sec. _____
PA Exemptions () DOWNGRADE TS to () S or () C

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Via : Op-322
From : Op-322

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100043K

2/4/61
Note: This paper (which
former part of Navy) is
presumably the source
his informa
with respect
the two man

Subject: Information on the Amelia Earhart Putnam Disappearance in 1937,
Summary of.

Ref : (a) Op-321K Memo of 13 December 1949 to Op-322.

1. In accordance with request contained in Ref. (a) the following is
a summary of the available information on the subject.

a. Mrs. Putnam, world-famous aviatrix, and Commander Noonan, her
navigator, disappeared without trace on 3 July 1937 in the Pacific after
completing the better part of an around-the-world tour. On 3 July
Mrs. Putnam took off from Lae in New Guinea for the Howland Islands.
She maintained radio contact for some time, but disappeared without
trace soon afterwards. A thorough search of the area by US naval vessels
was conducted in July 1937, but the results proved unproductive. At the
same time the British searched the Gilbert Islands and the Japanese Govern-
ment, although refusing to permit US planes to search the mandates, stated
that it had also conducted a fruitless search. In 1939 Mrs. Putnam was
declared legally dead by a probate court in the US.

no evidence
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files

b. Although some rumors about Mrs. Putnam's capture and murder
by the Japanese began to crop up soon after her disappearance, they
became numerous during the war years. Statements by people in responsible
positions helped to lend credence to the rumors. For instance, Mr. L. M.
Brittain, President of the Georgia School of Technology, stated on 13 April
1943 that there was "surmise among some Navy men" that Mrs. Putnam fell
into the hands of the Japanese and was afterwards killed by them. He
said that he had learned this while he was on a naval ROTC cruise in 1937.
He also said that "we knew, too, that Amelia Earhart had been asked to
take a look over the islands and see if the Japanese were unlawfully
building landing fields."

nothing
in this
State
files

c. A similar story was told in 1949 by Mrs. Putnam's mother who
expressed the conviction that Mrs. Putnam had died in Japan and not in
the Pacific. Mrs. Putnam's mother said that "there were some things that
Amelia could not tell me" and stated that Amelia was on a government
mission, probably on verbal orders.

d. In March 1944 a US Navy Lieutenant was told by a Marshall
Islander, who had been told by a Japanese trader, that a "US woman",
unaccompanied by male companions had come down near Jaluit and was taken

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unaccompanied by male companions had come down near Jaluit and was taken

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to Japan. (This story, however, was depreciated by "Marshall Island commanders" who called it a "third hand story" based on gossip--New York Times, 24 March 1944).

e. The Japanese Government has consistently denied that it had been responsible in any way with Mrs. Putnam's disappearance. In 1945 Commander Tomosuke Otani, Secretary to the Japanese Naval Adjutant, declared that he had made exhaustive checks with the Japanese Home and Foreign Ministries and said there was no basis to the belief that Mrs. Putnam was alive. Other Japanese officials including an ex-admiral and the ex-governor of the Marshall Islands had "absolutely no knowledge" about Mrs. Putnam's capture or death.

1. On 6 October 1943, ONI summarized the circumstances of Mrs. Putnam's disappearance as follows: "Gilberts were searched and British authorities there assisted in check up on all inhabited islands in vicinity. Mandates were not searched but Japs were cooperative (or appeared to be). Coast Guard cutter at destination (Howland Island) copied Earhart's transmissions and were convinced that she made emergency landing at sea within about 100 miles of Howland Baker. (Her last transmissions were tragic and near hysterical--impounded by Coast Guard Command at Honolulu). Studied conclusion at end of exhaustive search by Colorado, Swan, Itasca and Lexington planes (900,000 sq.miles) was that plane landed at sea and most probably went down with a rush and with crew inside. 20 km headwind throughout flight from Lae and Earhart's inability to "get a minimum" on her radio compass bearings of Itasca's transmissions appeared to be direct cause of her failure to reach island. Best data available from plane manufacturer convinced me that she did not have any margin of fuel whatever."

2. File Comment: Up to date there has been no evidence suggesting that Mrs. Putnam did not go down in the Pacific.


R. A. KOTRLA

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Ninety-Nines

INTERNATIONAL ORGANIZATION WOMEN PILOTS
MIDDLE EAST SECTION

700044

Important Memo
For All Chapter Chairmen
THE 1967 CONVENTION RESUME

Our 1967 convention is developing into an International affair, focusing attention on the exciting progress of women in aviation since 1929, when we were founded with 99 charter members, to the almost 3000 members in 23 areas around the world today.

The United Nations has cooperated beautifully by proclaiming 1967 International Tourist Year, the Post Office by giving us an official slogan die "The Ninety-Nines International Fly-in, June 28-July 2, 1967" to be used at the main Washington Post Office from January 2 through July 2, 1967, and the government agency, The United States Travel Service, has given us its blessing by writing their offices around the world asking them to assist us wherever possible. Now it is up to us to take advantage of this International support. Here are our plans and what we need from YOU.

One of the highlights of the convention will be the handsome Ninety-Nines Invitation Folios to SEE THE USA. There will be 30 of these folios - one for each of the 23 areas abroad, plus extras for our international headquarters, The US Travel Service, the President of the United States, the Smithsonian Institution, etc. These folios will contain a proclamation from the Governor of your state noting the contribution of women to world friendship through aviation and extending an invitation to the people of the world to visit America and his state in particular. Accompanying each proclamation-invitation is the State's winning color aerial photograph found through the cooperation of all facets of the aviation industry, the Chambers of Commerce, the camera and film distributors and of course, the news media. The cut-off date for the search for the picture should be late in April or the first of May to give the judges time to pick the winning

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page 2.

selection and have the 30 copies made for the Folios. To recap: for these 30 Invitation Folios WE NEED FROM YOU 30 copies of the proclamation-invitation, not over 10" by 13", signed by your governor with the official ribbon and seal duly affixed. AND 30 copies of the winning aerial color photograph, also not more than 10" by 13" -- a minimum of 8" by 10".

The United States Travel Service representatives have been alerted that you will contact them for assistance. (See the attached letter.) The Liaison Officer in your state is:

In states where there are more than one chapter, perhaps the chapter covering the State Capital should be in charge of activities in connection with the invitations and the pictures, for the governors and the liaison officers are also there.

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SPONSORED TABLES

As the 1967 convention is being held in our nation's capital where all the capitals of every state and territory of our country are represented as well as the capitals of the world through their Embassies, in Washington the emphasis is on Capital ideas. At the International Banquet, June 30, at the Shoreham Hotel, we want to have at least one table representing each state, with the centerpiece truly representative of the state -- state flowers, etc., a real conversation piece. We might even whip up a panel of artistic judges to award a prize for the most outstanding table. These state tables for ten are for our honored guests -- the governor and other invited officials from the world of aviation and the government, a 99 selected to act as hostess for the 99s of her state and four seats reserved for the sponsors who are willing to pay \$250.00 for the privilege of being listed in the program as sponsors or patrons of the banquet. These special \$250.00 tables will help defray the expenses of the banquet. A state may have more than one table, the other tables decorated according to the sponsors dictates, as long as it is suitable to the overall decor of the banquet. A clearing house committee should be set up for these special tables to make sure that a prospective sponsor is not approached twice. This is particularly important in states where there are more than one chapter.

All reservations for and information about these sponsored \$250.00 tables for the International Banquet, June 30, are to be sent to:

Miss Elsie McBride
5723 Warrington Avenue
Philadelphia, Pa. 19143.

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THE CAPITAL FLY-IN

The Capital Fly
attention for severa
America during the se.
USA and its territories.

igned to build national enthusiasm and focus
the 99s and the fabulous variety that is
the outstanding aerial photographs of the

The Capital Fly-In works the same way as the Commemorative Stamp
Flyaway did but, instead of radiating out from one point (Atchison) the
Capital Fly-In starts at four points in the West (Olympia-Seattle; Oakland;
Sacramento, Los Angeles, and Austin (see map) and picks up more and more
the invitations, pictures and 99s as it flies the shortest routes due east
through the Capitals, to the Convention.

In Washington the Invitation Folios and pictures will be assembled in
the handsome 99s Invitations to SEE THE USA. At International Night
these folios will be the representative overseas 99. When they
return home they will the 99s folios to their governments with the
compliments of the 99s on behalf of all America. We are hoping to arrange
a display of the prize winning pictures at the convention and then send
them on a tour of the USIS offices in Europe where the 99s who attended the
convention can give a talk about America.

To simplify communications, we have divided the co-ordination in two,
separated by the Mississippi River. East of the Mississippi River the
liaison is:

Adele Cotton
5920 Carvel Road
Washington, D. C. 20016.

West of the Mississippi, the liaison is:

Helen Shropshire
Box 534
Pacific Grove, Calif. 93950.

Let them know how many plane-loads from your chapter plan to fly east to-
gether in the Capital Fly-In.

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page 3.

Wichita have both offered -- and we will try and work out an itinera to include you.

This International Convention can be an exciting experience for us all but we can't do it without your help. The Eastern Pennsylvania Quarter has done a fabulous amount of work assembling and sending out all this information to you -- and they have agreed to do more -- assemble results on outstanding 99s, so please send Elsie McBride two copies of each, plus pictures, on flying families, mother-daughter flying teams, record breakers, unusual talents, etc. She needs the facts to build stories for articles and interviews prior to the convention. The best job in the world is no good if no one knows about it, so please cooperate with Elsie and send her the material, not only about other outstanding 99s but about yourselves. The more we co-ordinate the easier the task is for everyone. And it all adds up to Big Satisfaction which Amelia Described as "the joy of a share, however small, is a great adventure."

Fay Gillis Wells, Chairman
Storer Broadcasting Co.
Suite 1211
1725 K Street, N. W.
Washington, D. C.

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16 354

Dr. Zelig has started something new, a book, embodying material beyond the daring of the wildest novelist, and followed by others. Alger Hiss certainly be vindicated. The warts of other reputations is inevitable. Chambers, with that cute little chuckle and the sly, friendly glances, laughing in the grave at his "friends," the priceless butts who believed in

My disdain of Chambers, at Columbia and then at Time, Inc., was always instinctive, that he was a repellent actor. But I seem to have been nearly alone in that company.

The Nation Vol. 204
1967
The Lady Vanished

And so at last some day will shorten the great Roman strict "de mortuis, nil."

THE SEARCH FOR AMELIA EARHART. By Fred Goerner. Doubleday & Company. 326 pp. \$5.95.

held Central Carolines. Truk was Japanese equivalent of Pearl Harbor on a smaller scale, but a major naval air base which was a primary objective of U.S. intelligence at the time.

The dust jacket contains a bit of over-selling: "What happened to Amelia Earhart? The answers are here." In any conclusive sense, the answers are not here. Some of the purported answers are old stuff and some are what a learned judge called "insufficcate and blown surmises." But in general Goerner stays within the bounds of probability and is candid with the reader. He has broken considerable new ground and gone over old ground more thoroughly than earlier detectives. Most important, his six-year investigation puts both the Japanese and American Governments under suspicion of hiding the truth, long after considerations of national security had ceased to exist. A more flagrant case of bureaucratic obstruction, principally on the part of the U.S. armed services, would be difficult to find. Of equal interest with the earlier events is Goerner's stumbling on a major Central Intelligence Agency operation while he was struggling to penetrate the curtain of official secrecy surrounding the Earhart case. This find is as illuminating as the revelation bearing on the case itself.

Goerner's supposition is that E. and Noonan lost their way, crash-landed in the Japanese Marshall Islands, died while in the hands of the Japs. The Japanese militarists clearly not tolerate such intrusions. For had begun the conquest of China, army extremists had assassinated officials of the Hirohito regime preparation for war with the U. States, which they initiated four later with the expertly planned and cuted attack on Pearl Harbor.

The evidence Goerner has collected supports his hypotheses, but lacking and may never be sure. Powerful forces continue to exert influence for secrecy. Next to Lindbergh, Amelia Earhart was the most famous of the U.S. aviation pioneers of the twenties and thirties. She was the incarnation of feminine emancipation without loss of feminine charm. A mission that the U.S. Government allowed this national heroine to embark on a mission so perilous would, today, shock millions of Americans unjustifiably, in my estimation; but in such matters sentiment is stronger than military logic. For their part, the Japanese would rather not have a woman so admired in all lands, including Japan. The fact that we and the Japanese are now allies tend to make the two governments cooperate in covering up incidents that might reflect discredit on either.

World War I had scarcely
gun when Japanese warships seized
Mariana, Caroline and Marshall Isl
from Germany. After the war the isl

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JAMES MERRILL
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THE NATION / March 20,

DEPARTMENT OF STATE INFORM/IR 6 Date: 12/8/97

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were mandated to Japan by the League of Nations with the stipulation that no military or naval bases or fortifications were to be established. The Japanese ignored the prohibition, and in the twenties attempts were made by U.S. agents to find out how far the violations had gone.

In 1935, Japan cut off questions regarding violations of the terms of her mandate by withdrawing from the League of Nations. The assassinations followed in February, 1936. President Franklin D. Roosevelt and his military advisers were justifiably alarmed and the Earhart mission may well have been connected with their apprehensions. An airfield was constructed by Presidential order on Howland Island to enable her to refuel. Besides the reconnaissance aspects, the Army Air Corps had the four-engine B-17 bomber in a late stage of development and was eager to prove the feasibility of trans-Pacific flying by land-based aircraft. Military and commercial interests were intertwined. William Thomas Miller, then superintendent of airways of the Bureau of Air Commerce, and a key figure in the development of Pacific aviation, was associated with Miss Earhart in the preparations for the Pacific crossing. Fred Noonan had been employed by Pan American as a pilot, navigator and instructor.

According to the publicity releases, the Earhart aircraft was a modified ten-passenger, two-engine Lockheed Electra airliner with a fuel capacity of 1,200 gallons and a possible range of 4,500 miles. The engines were said to be Pratt & Whitney 550-horsepower Wasps, which would give the Electra a top speed of 150 mph. Actually, it seems they were a more powerful military type, good for a cruising speed of 200 mph and a top speed of 220 mph, capable of outrunning the average fighter plane. On the first part of the world-girdling trip the point-to-point speed was held down to 150 mph. Flying at 200 mph, the Electra could detour to Truk and make Howland not too far from the scheduled arrival time.

The flight left Lae at 12:30 P.M. on July 1, Howland time and date (July 2 at Lae). On the great-circle track Howland was 2,556 miles distant. The island is 2 miles long and half a mile wide — not an easy target. The Coast Guard cutter *Itasca* was stationed at Howland to serve as Earhart's homing vessel. Everything depended on radio, and the radio situation can be described in a single word: confusion. To make the situation more difficult, if she was flying via Truk she had to maintain radio

silence over much of the route for fear Japanese direction finders would get a fix on her.

The Navy conducted a search operation which covered 262,000 square miles of ocean, and cost (in 1937 value) about \$4 million. But it left much to be desired. The battleship *Colorado* was dispatched from Honolulu, some 1,700 miles distant, and twelve other surface vessels took part. The aircraft carrier *Lexington* was at Santa Barbara preparing for 4th of July visitors. On the night of July 3, she was ordered to proceed to the Howland area. Her aircraft were not launched until July 13, eleven days after Earhart and Noonan had vanished. The *Lex* searched for five days and found nothing.

Aside from the matter of engine power, the military use of the mandated islands by the Japanese, and the American interest in that use, plus the fact that President Roosevelt had an airfield built especially for Miss Earhart, Goerner presents little solid evidence that the two were on a spy mission. This conclusion is most strongly substantiated by the evasions and buck passing Goerner encountered in his investigation, and by some odds and ends that were turned up. In the thirties, as now, the Navy made a practice of entertaining influential civilians aboard naval vessels. President M. L. Brittain of the Georgia Institute of Technology was a cruise guest on the *Colorado* when she was ordered to join in the search for the missing pair.

Brittain, writing in the April 13, 1943, issue of the *San Francisco Chronicle*, said that there had been much discussion on the ship of the possibility that the "Japs" were illegally fortifying some of the Marshall Islands, and, "We got a very definite feeling that AE had some sort of understanding with officials of the government that the last part of her flight around the world would be over those Japanese Islands." As in the case of many other possible witnesses, Brittain was dead by the time Goerner began his project.

With financial and organizational support by the Columbia Broadcasting System, the Scripps League newspapers and the Associated Press, Goerner made four trips to the Pacific and did a formidable amount of research there and in the U.S. He interviewed many natives on Saipan and obtained quite convincing evidence that a man and woman, resembling Noonan and Earhart, had been brought to the island, where the Japanese had a headquarters, in 1937. Some of the evidence was firsthand, some was

hearsay, but cumulative in effect. And some was contradictory or dubious.

Rear Adm. Richard B. Black, who as an employee of the Interior Department had brought a Navy direction finder to the *Itasca* in 1937, told Goerner in 1964: "I've thought for years that there was a great deal more to Amelia's disappearance than simply missing Howland and going into the drink." Still more apposite is the cooperation of Fleet Adm. Chester W. Nimitz, who gave Goerner unstinting support. At one point Nimitz, as quoted by Goerner, said: "I want to tell you Earhart and her navigator did go down in the Marshalls and were picked up by the Japanese." He referred Goerner to Marine Corps Gen. Harry Schmidt, who commanded the 4th Marine Division at Kwajalein and Saipan and was commander of all ground forces at Tinian Island, from which the B-29 *Enola Gay* took off for Hiroshima on August 6, 1945. Schmidt, after agreeing to talk if Goerner would visit him at San Diego, said he was sorry, but he could not help. Goerner put Nimitz on the telephone. Schmidt said, "I can't, Chester. I can't help them." At their next meeting, Nimitz told Goerner: "The Marine Corps is covering up for something or someone. Per-

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THE NATION / March 20, 1967

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haps the State Department blocked it. The book is being closed on you for some reason."

Official obstruction abounds in Goerner's story. Here is part of a conversation between a C.B.S. vice president and a captain in the office of Adm. Daniel F. Smith, Jr., chief of naval information. The C.B.S. man telephoned to ask what was holding up permission for Goerner to visit Saipan a second time:

Captain: I'm afraid, Mr. Dundes, the permission has been denied.

Dundes: Why?

Captain: I'm sorry. I can't tell you that.

Dundes: Well, does it concern national security?

Captain: It does concern security.

Dundes: Does it concern Amelia Earhart?

Captain: No, I don't believe it does.

Dundes: Has the Navy followed up any of the leads produced by the C.B.S. expedition last year?

Captain: I'm afraid I'm not at liberty

to say, Mr. Dundes.

This cat-and-mouse game went on all the time between Goerner and his sponsors and the U.S. Government. In the early part of the Navy's relations with Goerner there was some reason for reticence on the former's part. On Saipan the Navy was fronting for the CIA,

which had made a \$30 million installation on a restricted area of the island for training Nationalist Chinese spies to operate on the mainland. Formosa was not a suitable training area for this purpose, if only because the Communists had agents there. Saipan could be made secure. The well-trained spy was one who "would speak the language fluently, survive every menace, and accomplish any of a thousand assignments. He might slip through the barbed wire to North Korea, reach mainland China by air drop, infiltrate secretly from Hong Kong or Macao, or sail the tricky currents of the 100-mile-wide Formosa Strait in a junk. His most important mission would be establishment of a communications and espionage network for disseminating propaganda and discontent and relaying intelligence information." Between 6,000 and 7,000 such "guerrilla-spies" were trained at the Saipan school between the Korean War and 1961.

Goerner, just a radio newsman who had got himself immersed in a hot story, but personally a standard patriot, found himself wondering whether our violation of a UN trusteeship by the use of Saipan for training spies was any different from the Japanese violation of their League of Nations trusteeship with military installations. After a brief struggle of conscience, he concluded that since we had been doing our dirty work under three Presidents—Truman, Eisenhower and Kennedy—it must be regarded as necessary for national survival.

On Saipan the CIA faculty and administrators lived with their families in an American-style town, complete with night clubs, bowling alleys, libraries, swimming pools, sports facilities, schools

and air-conditioned homes and of none of which they shared with the natives. Goerner finally got to see plush layout, but until the CIA belied in his reliability, he had a rough

In the war crimes trials of 1946-1947, the United States accepted Japanese contentions that the airfields and in the mandated islands had been for cultural purposes and for aiding Armenians to locate schools of fish. It appeared that even while the United States was prosecuting (and hanging) Japanese militarists, it was acquiescing in Japanese denials of responsibility which known to be false by both the prosecution and defense. One expects duplicity in the actions of governments, but it is doubtful whether it ever has carried further than in the forging of Japanese-American entente against China and the Soviet Union.

Strategic duplicity was reflected tactically in the attitude of the State Department, the Navy and the Marine Corps. Except for Nimitz and a few others, Goerner was subjected to a series of acts of obstruction, evasion, comment of records, broken appointments, surveillance and other devices of bureaucratic run-around.

Except for a faintly soap-operaticity in some of his reproductions of conversations, Goerner writes well even for the purposes of the book. His honest effort to tell a story which at time might have aroused popular indignation, but which now suffers the competition of an overabundant material in that line. Doubleday mounted the book handsomely, with excellent photographs of the participants but a bibliography is lacking, and index is limited to names of persons.

Interviews with some "ordinary" Vietnamese* who have extraordinarily interesting things to say about their personal relationships, about politics, and about the war.

TEN VIETNAMESE by Susan Sheehan

ALFRED A. KNOPE
A New York Times Best-Selling Author
A New York Times Best-Selling Author
A New York Times Best-Selling Author



Farming the Tundra

DIVISION STREET: AMERICA. By
Vincent Tarkenton. Pantheon Books. 381 pp.
\$5.95.

RICHARD STERN

Mr. Stern is a novelist who has most recently edited Honey and Wax (University of Chicago Press).

The gentle, rapid, cigar-chewing little radio man Chicagoans call "Studs" has drawn seventy "noncelebrated" fellow citizens into the sort of self-revelation that until very recently could be heard only from the mouths of poets. For most of history, the ordinary man's interior was a tundra of silence. In our century,

popular analysis enables every man to see himself as a complex and full character. Who knows if this isn't the noblest expression of modern opulence? Or the second noblest, for in the few years, something else has happened: self-awareness has become self-revelation. Sympathetic men with tape recorders have revealed the extraordinary man as sage and poet, the poetry and wisdom of the tundra are systematically farmed, then gathered into marvelous collections like *Division Street: America*.

We come to "know" the people in Tarkenton's book—or in Danilo Dolci's or Oscar Lewis's books—as we do the

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The Ninety Nines, Inc.

International Organization of Women Pilots

INTERNATIONAL
HEADQUARTERS

1100 TERMINAL BLVD
SUITE 300
WASHINGTON, D.C. 20007

March 24, 1967

The Honorable
Richard I Phillips,
Deputy for Public Affairs,
Department of State,
21st St. and Virginia Ave., N.W.
Washington, D.C. 20520

FOOO47

Dear Mr. Phillips:

The Ninety Nines, Inc., is holding its International Convention in Washington, June 28-July 3, 1967. We have extensive plans to lay the foundations for lasting friendships around this world where isolation is now obsolete. (See the attached resume).

Amelia Earhart was the first President of the IFF, so, on July 1, the 30th anniversary of her last flight, we will pay her a special tribute at the Smithsonian Institution, by highlighting the progress of women in aviation. The U.S. Coast Guard is arranging to have one of its cutters make its required yearly line run to the Howland Island, July 1, to participate in a 2-way ceremony with the Coast Guard program at the Smithsonian Institution. This will dramatically draw attention on the progress of communications, the weak link in A.E.'s flight.

We also are gathering the factual data of her flight to make the first chronological record of her attempt to fly around the world, substantiated by documentation. To complete our resume we need the official State Department position on Amelia Earhart and her disappearance, answers to the accusations made by Fred Goerner in True magazine, September 1964. (Attached).

On the righthand column, on page 12a, Goerner makes several references to the State Department. "Classified file was interesting..." Does the State department have such a classified file? Why is it classified after 30 years? Would it be possible for me to have the opportunity to see this file?

On the righthand column, on page 12b, "The defense department will have to have clearance from Department of State before any classified information can be released or we can officially comment." Is this true and will the State Department give Defense Department clearance to release this information?

DEPARTMENT OF STATE IN/IPS/CORR H Date: 12/8/97
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On page 127 in the lefthand column, "The Marine Corps is covering up for something or someone. Perhaps the State Department blocked it. The door is being closed on you for a reason." Would you please comment on this for the record?

We believe that the official comments by the Departments of Defense and State, the Marine Corps, together with all the technical information about Amelia's Lockheed Electra, the weather and fuel charts and comments by people who were directly involved in the planning and actual logistics of the flight will record the facts for historical reference, and put her flight in the proper perspective in the sea of seeming mystery that has been built up by sensation seekers on a foundation of rumors and innuendo.

The State Department involvement in Amelia's flight is most important to this record, so we would appreciate any cooperation you can give us.

I am looking forward to the pleasure of hearing from you.,

Sincerely,

Ray Clyde Wells
Ray Clyde Wells,
Chairman, 1987 International Conv

Storer Broadcasting Company,
1728 P. St. N.W.
Washington, D. C. 20006

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March 27, 1967

Dear Fay:

I have your letter of March 24 on behalf of the "Ninety-Nines, Inc." While I am not aware at this point to what extent the archives of the Department of State may be helpful in straightening out the record on the points you refer to, I am sending your letter to the Director of our Historical Office. I will be back in touch with you as soon as I have something to report.

Sincerely,

Richard I. Phillips
Deputy Assistant Secretary
for Public Affairs

Mrs. Fay Gillis Wells,
Storer Broadcasting Company,
Washington News Bureau,
Suite 1211, 1725 K Street, N.W.,
Washington, D.C.

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P:RIP:kck

cc:P/HO-Mr. Franklin
with incoming file

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DEPARTMENT OF STATE

Washington, D.C. 20520

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3/28/67

P/HO-Mr. Franklin

The attached correspondence is forwarded to you for your consideration, please prepare a reply for my signature.

Historical
Office of the

Richard I. Phillips
Deputy

Department of State

FOOYB

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IM/IPS/GR/IR

Date:

12/8/97

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DEPARTMENT OF STATE

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Memorandum of Conversation

DATE: March 30, 1967

SUBJECT: File on Amelia Earhart

PARTICIPANTS: Mr. Oscar Armstrong, EA/P
Mr. Richardson Dougall, P/EO

COPIES TO: Mr. Arthur Kogan, P/EO

(F00050)

I proposed to Mr. Armstrong that in view of the growing interest in the Amelia Earhart case the Department should make available, without any restriction, the file at the National Archives, which runs from 1936 through 1939. I explained that the 1936 papers were already in the open period and that the three classified documents, all dated 1939, had now been formally declassified.

Mr. Armstrong agreed that the entire file should be opened to all comers without restriction.

DEPARTMENT OF STATE IM/IPS/CR/IR H Date: 12/8/97
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P/EO:GMRDougall:mjm 3/31/67

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FOUO 51

Mr. Frank B. Evans, Director, Diplomatic,
Legal, and Fiscal Records Division, The National
Archives

March 30, 1967

William M. Franklin, Director, Historical Office
Department of State

Access to Papers on Case 800.79611 Putnam, Amelia Earhart

In view of increased public interest in the Amelia Earhart case as a result of several recent articles and publication of the book entitled "The Search for Amelia Earhart", and in view of the fact that the entire file on case 800.79611 Putnam, Amelia Earhart, will very shortly come into the open period, we have decided to authorize unrestricted access to all papers on this case number, including those dated in the years 1937-1939 and including specifically enclosures 210 and 211.

Formal declassification action has been taken on the three items which were formerly classified confidential (enclosures 210 and 211), and these papers are being returned to you through normal channels for return to the file.

cc: F/HD - Mr. Kogan

DEPARTMENT OF STATE

IM/IPS/CR/IR

Date: 12/8/97

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P/HO:GMRDougall:mjm

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FOI 58

April 3, 1967

ESC

The Department has just authorized Archives to open the whole 800.79611 Putnam, Amelia Earhart file (which contains papers dated 1936-9), without restrictions. Do you think you should notify Miss Hitzelberger?

GMRD

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April 5, 1967

Photo 53

Dear Mrs. Wells:

I have your letter of March 24, 1967, in which you ask for "the official State Department position on Amelia Earhart" and for comment on certain statements concerning the Department and its files which appeared in an article by Frederick Goerner in the September 1966 issue of True.

A recent review of the Department's records has disclosed no indication that the flight of Miss Earhart was an intelligence mission or indeed a government mission of any sort. There is, further, no evidence in the Department's files that this Department or any other branch of the Government knew the whereabouts of Miss Earhart and her navigator, Mr. Noonan, after their disappearance or believed anything except that Miss Earhart and Mr. Noonan had died in or immediately after a tragic aircraft accident. The Department of the Navy conducted both the search for Miss Earhart and Mr. Noonan and the subsequent investigations relating to the incident. The role of the Department of State was to assist when diplomatic action was required.

The Department's entire file concerning preparations for the Earhart flight and the search is now open for public inspection at the National Archives. You are therefore entirely free to consult it. You will require a Research Identification Card, which can ordinarily be obtained at the Archives in a matter of a few minutes, after which you should go to the Central Search Room and ask for Department of State file 800.79611 Patnam, Amelia Earhart. There are 212 "enclosures" in the file--"enclosures" being a technical term, with each enclosure consisting of one or more individual papers. Although 210 of these 212 enclosures have always been unclassified, the other two were originally confidential, and

for

Mrs. Fay Gillis Wells,
Storer Broadcasting Company,
Washington News Bureau,
Suite 1211, 1725 K Street, N.W.,
Washington, D.C.

DEPARTMENT OF STATE IM/IPS/CR/IR H Date: 12/8/97
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for this reason Mr. Goerner has described the entire group of 212 as the Department's "classified file". His misunderstanding of what the Department means by the word "classified" perhaps accounts for some of his sharp language about the Department both in the True article and in his book, The Search for Amelia Earhart, which I assume you have also read.

With reference to your other specific question, the Department of State has never objected, so far as I have been able to discover, to the release of information on the Earhart case by the Department of Defense, the Coast Guard, or any of the individual armed services. The speculative statement attributed to Admiral Hinks to which you called my attention should be considered as nothing more than speculation.

In your investigations of the Earhart case you will undoubtedly come across a suggestion that the Department of State has lost or otherwise disposed of a 1949 letter from Miss Earhart's mother (mentioned on page 125 of True, column 2, as having been in the "State Department's classified file"). Although Mr. Goerner is undoubtedly convinced that he saw such a letter in this Department's files, we have never been able to locate it, and the finding aids for our files give no indication that such a letter was ever received. We have seen, however (and so has Mr. Goerner), a Navy summary of the Earhart case which alludes to a story told in 1949 by Miss Earhart's mother (not to a letter written by her). This summary uses language very similar to that quoted by Mr. Goerner.

To all this I might add (to complete the picture of the Department of State's role in this whole matter) that the Japanese Government, at our request, undertook in the summer of 1960 a full investigation of allegations that Miss Earhart had been imprisoned on Saipan in 1937. This investigation, we were told, included a search of all available Japanese records and questioning of Japanese officials assigned to Saipan in 1937 and of former Saipan residents repatriated to

Japan

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Japan after World War II. This Government was informed officially by the Japanese Government that the investigation had failed to disclose any basis for the allegations.

I hope that this information is what you need from the Department, and I wish you success in your project of a documented chronological record of the Earhart flight.

Sincerely yours,

Richard I. Phillips
Deputy Assistant Secretary
for Public Affairs

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P/NO:GMRDugall:mjm 4/3/67

Clearances: EA/J - Mr. Petree
EA/P - Mr. Armstrong

Memorandum

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TO : EA/T - Mr. Oscar V. Armstrong

DATE: May 16, 1967

FROM : P/EO - Arthur G. Kogan

FOI SA

SUBJECT: Request by the Department of the Navy for declassification of Department of State documents contained in a Navy file on Amelia Earhart.

In view of increasing inquiries stimulated by the most recent book on Amelia Earhart's disappearance, the Department of the Navy wishes to declassify and transfer to the Office of Naval History a file on Amelia Earhart originally maintained by the Naval Investigative Service. This file also contains the attached documents originated in the Department.

The Department of the Navy wishes to be advised whether these documents may be declassified and made available for public use. I would appreciate it, therefore, if you could indicate whether the Department should concur in the declassification of the attached items.

Since the request by the Navy was transmitted to the Department in the form of a letter to the Secretary from ~~Assistant~~ Secretary of the Navy Paul Nitze, a reply is due in S/S by May 17. I would be most grateful, therefore, if you could expedite the matter as much as possible so that a reply can be ready by that date.

Attachments:

1. From J. Graham Parsons, September 10, 1960.
2. From William B. Macomber, Jr., September 9, 1960.
3. To American Embassy, Tokyo, Telegram No. 42, July 8, 1960.
4. From Tokyo, Telegram No. 45, August 10, 1960.
5. From Tokyo, Telegram No. 152, July 14, 1960.

No objection if
EA/T concurs
J. V. Armstrong

No objection to
declassification
viewpoint of
R. Petre

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P/EO: AGKogan:pvr

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May 10, 1967

PA

FOUO

Dear Mr. Secretary:

Secretary Rusk has asked me to respond to your letter of May 1, 1967, in which you request the declassification or decontrol of five documents of the Department of State relating to the disappearance of Amelia Earhart Putnam.

The documents listed in your letter under reference have been regraded to "Unclassified". This Department agrees that it is desirable to release as much information as possible on this subject in order to discourage the circulation of unfounded rumors.

Sincerely yours,

Dixon Bonnelley

CC -

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The Honorable
Paul H. Nitze,
Secretary of the Navy,
Washington, D.C.

P/HO:WMEFranklin:mjm 5/16/67
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Clearance: EA/P-
CC; S/S - Mr. D'Donohue

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FOIA 50

September 12, 1968

Dr. William M. Franklin
6617 Barnaby Street, Northwest
Washington D. C. 20015

Richardson Dougall
3309 Highland Place, N.W.
Washington D.C. 20008

Dear Bill and Dick:

I am sending you a joint letter, addressed to your respective homes so that it will not get into any official file along with any reply you care to make, because I would like to have the opinion of both of you on a volume that I read for the first time this summer. Since Dick is mentioned in the text briefly, it is clear that the subject was one before the Historical Office of the State Department.

The book is The Search for Amelia Earhart by Fred Goerner. I had never paid much attention to the Earhart flight before, and I had rather accepted the customary explanation of her disappearance. I found some material in Goerner's book to suggest that the original explanation may not have been completely true, but I find myself unable to accept the broader picture that he describes. It seems incredible to me that the United States Government, and I don't care which branch we are talking about, would under take so sensitive a mission at so delicate a moment in such a matter-of-fact way. Further, I cannot believe that the Japanese would have treated Miss Earhart as they did, since in the autumn of 1937 they had almost nothing to hide with regard to their administration of the mandated islands. Despite what we were told just before and during the war, it seems clear from evidence now available that the fortification and development of those islands did not begin until 1939 and was not taken seriously in hand until 1941.

I would appreciate any comments the two of you have on Goerner's book. I am not interested in how his

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requests were handled by the Department of State or any other government agency.

Hoping that both of you are well I am, as always

Sincerely yours,



Richard W. Leopold
Chairman

RWL:my

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September 23, 1968

Dear Dick,

In response to your letter of September 12 with reference to Fred Goerner's The Search for Amelia Earhart, I am perfectly willing to give you on the record my opinion of Goerner's reliability as shown by his use of that portion of the evidence with which I am familiar. There are some things in our files which I cannot evaluate (such as the appropriateness of the engines and technical equipment on the Earhart plane to a private pilot's around-the-world flight under 1937 conditions), and I have not studied any primary evidence from sources other than Department of State files, but as a historian, after seeing what Goerner has done with our files, I would not accept any statement in his book as a fact without examining his sources. Here are some reasons for this conclusion on my part:

Item: Excerpt from a United Press dispatch datelined Los Angeles, July 24, 1949, printed in the New York Times of July 25, page 17, column 1:

"The mother of the famous flier Amelia Earhart . . . said last night her daughter 'died in Japan' on a United States Government mission, and not in the Pacific Ocean.

"Amelia told me many things," Mrs. Amy Otis Earhart said. "But there were some things she couldn't tell me. I am convinced she was on some sort of a Government mission, probably on verbal orders."

Item: A Navy Department summary on the Earhart case prepared about 1950 contains the following paragraph:

"A similar story was told in 1949 by Mrs. Putnam's mother who expressed the conviction that Mrs. Putnam had died in Japan and not in the Pacific. Mrs. Putnam's mother said that 'there were some things that Amelia could not tell me' and stated that Amelia was on a government mission, probably on verbal orders."

Goerner

Dr. Richard W. Leopold, Chairman,
Department of History,
Northwestern University,
Evanston, Illinois. 60201

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Goerner or his research assistant saw this report in Navy files while his book was being written, but we did not obtain a copy for our files until February 1967.

Item: Note by E. Taylor Parks, dated April 21, 1964, listing the papers which he had that day returned to file after they had been pulled for examination by Goerner or his research assistant, Ross P. Gane. The papers returned to file comprised the 212 enclosures on the Earhart case dated 1936-1939 (borrowed from the National Archives) and four enclosures dated in 1947 (the only year in the 1940's for which there were any papers at all on the Earhart case). The note listed no 1949 papers and no letter from Mrs. Amy Earhart to the Department.

Item: I myself have been through the Department's files still in our custody (i.e., from 1943 on) and through the finding aids to those files, and I have found no evidence that the Department had any correspondence whatever with Mrs. Amy Earhart.

Item: Goerner states in The Search for Amelia Earhart, page 286:

... I wanted to see it [the 'classified information' in Department of State files; and judge for myself its relevancy to Amelia. The file was made available

"There was a letter to the State Department from Amelia Earhart's mother written in 1949. It pleaded with State to find out from the Japanese what had happened to her daughter.

"There were things Amelia could not tell me," Mrs. Earhart wrote. "I know she was under verbal orders from the Military."

And ibid., page 287:

... and significantly the State Department's answer to Amelia's mother was missing [from the Department of State file .

Item: Excerpt from a letter of February 28, 1967, from Gane to an investigator of the Senate Committee on Government Operations:

"I agree that Mr. Goerner did NOT see the letter [from Mrs. Amy Earhart to State]. However, I DID see such a letter-- and it was in State Department files. The afternoon I was given access to such files a State Department aide, a Dr. Parks, gave me the files and then I was allowed to sit alone in a room to look over the material, and take notes. . . . In those notes

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were quotes from the letter from Amelia Earhart's mother which I SAh Here is an exact text of my notes (I abbreviated in the notes in the interest of time and convenience): Amelia's ma in 1949, 'There were some things which Amelia could not tell me.' Believed AE on govt mission, probably on verbal orders. . .

"If this letter is NOT in State Department files not [now?], then someone has removed it."

Comment: In view of the identity of language between Game's notes and the Navy Department summary of the 1949 news story, it seems probable that Game's notes on the Navy summary got mixed with his notes taken at State. As a result, what began as a newspaper story is now quoted verbatim as an excerpt from a letter from Mrs. Earhart addressed to the Department of State. This "quotation" is amplified to specify that Amelia Earhart's supposed orders were "from the Military". Out of whole cloth there appears in Guerner's book the information that in this alleged letter Mrs. Earhart pleaded with State to find out from the Japanese what had happened to her daughter.

Item: Excerpt from an Associated Press dispatch datelined in the Marshalls, March 4, 1944, printed in the New York Times of March 22, page 3, column 4:

"The possibility that Amelia Earhart Putnam, world-famed flier, ran out of gasoline in the Marshall Islands and was taken to Japan has been revived by a remark of a mission-trained native to Lieut. Eugene T. Bogan of 325 East Seventy-second Street, New York. . . .

"Lieutenant Bogan . . . said Eliou, the 30-year-old native, limited himself to these statements and stuck to them:

"'A Jap trader named Ajima three and a half years ago on Rika Island told me that an American woman pilot came down between Jaluit and Ailinglapalap atolls and that she was picked up by a Japanese fishing boat and the trader Ajima heard that she was taken to Japan.'

"Eliou insisted that he heard of no man being with the 'American woman pilot.' . . .

'One of the Marshall Islands commanders deprecated Eliou's yarn as 'a third-hand story based upon gossip.' . . .

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Item: Excerpt from an Associated Press dispatch datelined in the Marshalls, March 5, 1944, printed in the New York Times of March 24, page 7, column 3:

"Interest in the American fliers' fate was renewed by an exclusive Associated Press report relating that an English-speaking mission-educated native named Elieu, 30 years old, told Lieut. Eugene F. Bogan of 325 East Seventy-second Street, New York City, civil affairs officer on the staff of an atoll command:

"'A Jap trader named Ajima told me that an American woman flier came down between Jaluit and Ailinglapalap Atolls. She was picked up by a Jap fishing boat (and) taken back to Japan.'"

Item: As mentioned above, there are no 1944 papers at all in Department of State files relating to Amelia Earhart, and Goerner and Gane were accordingly shown no 1944 papers by Parks.

Item: Excerpt from the Navy Department summary mentioned above, which was seen by Goerner or Gane in Navy files:

"In March 1944 a US Navy Lieutenant was told by a Marshall Islander, who had been told by a Japanese trader, that a 'US woman', unaccompanied by male companions had come down near Jaluit and was taken to Japan. (This story, however, was depreciated by 'Marshall Island commanders' who called it a 'third hand story' based on gossip- New York Times, 24 March 1944).

Item: This is how this source material comes out in The Search for Amelia Earhart, page 286:

"There was a letter (in Department of State files, dated March 1944, indicating a U.S. Navy lieutenant commander had reported learning that an American woman with [sic a male companion had come down near Jaluit Atoll in the Marshall Islands several years before the war. The name of the lieutenant commander was not included in the communication.

Comment: One would suppose that this was independent verification of the stories elicited by Goerner from Bogan and Elieu (see The Search, pages 163 ff.), whereas in fact it is an inaccurate summary of a summary of newspaper stories easily traceable to the same sources.

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On an important point of substance involving diplomatic exchanges, it is more difficult to trace the evolution of Goerner's text, but it is something like this:

Item: Excerpt from an Associated Press dispatch datelined in the Marshalls March 5, 1944, printed in the New York Times of March 24, page 7, column 3:

'While the United States aircraft carrier Lexington and battleship Colorado conducted a widespread search in July, 1937, for Amelia Earhart Putnam and her navigator, Fred Noonan, the Japanese Government said:

"There is no need for American planes to search the Marshall Islands. We will search them."

"This was disclosed today by the executive officer of a carrier who aided in the original search.

Item: Excerpt from the Navy Department summary mentioned above:

' . . . A thorough search of the area by US naval vessels was conducted in July 1937, but the results proved unproductive. At the same time the British searched the Gilbert Islands and the Japanese Government, although refusing to permit US planes to search the mandates, stated that it had also conducted a fruitless search

Item: Excerpt from a draft article by Game and Goerner submitted to the Department of State for comment by Senator Thomas H. Kuchel early in 1965:

"Japan refused to permit U.S. vessels to search in the Marshall Islands at the time of the disappearance and President Franklin D. Roosevelt had no recourse other than to restrict the search area and accede to the recommendations of the U.S. State Department.

Item: Excerpt from a letter from Assistant Secretary of State Greenfield to Senator Kuchel, February 10, 1965, commenting upon the passage quoted immediately above:

'The Department's files indicate that it was believed at the time Miss Earhart and Mr. Noonan disappeared that their plane had come down in the vicinity of Howland Island and that the current might have carried the wreckage in the direction of the British-held Gilbert Islands. In response to a Japanese

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offer of assistance, therefore, the Department did suggest that if the Japanese Government had any vessels which could reach the neighborhood of Howland before the U.S.S. Lexington and the U.S.S. Colorado (which had a considerable distance to go), any assistance they could give would be appreciated. Japanese vessels in the entire area of the Marshall and Gilbert Islands were asked to keep a lookout for any trace of the missing plane.

"Requests to foreign governments were made through the Department of State, and the Department did in fact ask the British Government for permission for the U.S. Navy to conduct a search in the area of the Gilberts--a request which was granted. There is no evidence in the Department's files that a request for similar permission to search in the area of the Marshalls was made to the Japanese Government, and it follows of course that there is no evidence of a Japanese refusal. The search by the U.S. Navy was being made much farther south. There is also a complete lack of evidence in the Department's files of any recommendation from the Department of State to President Roosevelt as to restricting the search area. Mr. Goerner was given an official statement on these points in a letter of September 12, 1963, from the Acting Director of our Historical Office [Dougall]. The Gann-Goerner article ignores this letter and makes a flat statement of fact to the contrary without adducing any other evidence"

It was our understanding that Senator Kuchel's office intended to pass Greenfield's letter on to Gann and Goerner.

Item: This subject is now dealt with as follows in The Search for Amelia Earhart, page 267:

"The diplomatic exchanges between Japan and the United States at the time of AE's disappearance were also included in the [Department of State] file. One reply from Japan was a clear and definite refusal for U.S. planes to fly over the Marshall Islands to search for Amelia and Fred. The Japanese had been unusually blunt."

Comment: I stand completely behind the statement in Greenfield's letter above that there is nothing in Department of State files to indicate that the United States made, or that Japan refused, a request for an American search in the area of the Marshalls.

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If you have had the patience to wade through all the above, you will see why I take Goerner with a large amount of salt. On the things I know about, he has distorted and misattributed the evidence, and I therefore assume that the rest of his book and his conclusions are suspect. I do not know how or when Miss Earhart died and Goerner could possibly be right, but he does not convince me.

You mentioned your doubts that the situation in the Marshalls in 1937 would have led the Japanese to treat Miss Earhart in the way Goerner suggests if she had fallen into their hands, or that any branch of the United States Government would have undertaken "so sensitive a mission at so delicate a moment." On these points, the Department's files indicate that a French explorer who visited the Marshalls in the pre-war years, and who had been work in progress at Mils Atoll, was treated with great suspicion by the Japanese authorities but was sent on his way unharmed. And from my bureaucratic point of view, one of the very first papers in the file effectively undercuts a cloak-and-dagger motivation for the Earhart flight. How was the Department of State approached, when the flight was being planned, to make the necessary arrangements with foreign countries? Mrs. Roosevelt's secretary sent a note to Richard Southgate, Chief of our Division of Protocol, to serve as a White House introduction for Amelia Earhart's husband, who was very active in the flight arrangements. I find such a channel of communication a most unlikely one through which to broach an intelligence operation of great sensitivity.

Although public servants are expected to bear with fortitude a certain number of slings and arrows, I might mention that my unhappy fate at appearing by name in The Search arose from a mistaken assumption on my part that when Goerner asked specifically about "classified" material in Department of State files he knew what "classified" meant in the governmental sense. In fact, only two of the 212 enclosures in the Earhart case at the Archives were then classified--those dealing with the French police report on the bottle found in 1938 (see Goerner, page 257) and with the French explorer mentioned above who had passed through the Marshalls and who was interviewed by one of our men in Paris in 1939. (Both of these enclosures have now been declassified.) The other 210 enclosures were and always had been unclassified. Goerner might appropriately have remarked on page 286 of his book that it was strange indeed that this large collection of material was unclassified if in fact it dealt with an intelligence mission.

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I am afraid that all this may exceed the extent of your interest in my comments on The Search, but it all seemed necessary in order to explain why I look so askance at Goerner's book.

Best regards. We shall miss you at the Advisory Committee meetings in November.

Sincerely,

Richardson Dougall
Deputy Director, Historical Office
Bureau of Public Affairs

[Handwritten postscript by Mr. Franklin:]

Dear Dick,

Now you know--even more clearly than before--what us clerks are paid for! And no matter how much scar tissue we develop, it still hurts the next time we get lashed.

Plan to stay over a day when you come to hold Adm. Eller's hand--and drop in to see us. Let me know in advance if possible and we'll set up a lunch.

Yours,

Bill

P/HC:GIRDougall:cpo

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NORTHWESTERN UNIVERSITY
COLLEGE OF ARTS AND SCIENCES
EVANSTON, ILLINOIS 60201

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DEPARTMENT OF HISTORY

September 27, 1968

Dr. Richardson Dougall
Deputy Director, Historical Office
Bureau of Public Affairs
Department of State
Washington, D. C. 20520

Dear Dick:

Many thanks for your magnificent response to my inquiry of September 23 regarding Fred Goerner's Search for Amelia Earhart. I suspected that you and Bill would not recall with pleasure whatever contacts you had with that author, but I did not expect you to put in so much time on my inquiry.

It is helpful to me to have such useful corroborative evidence to support my own feeling that Goerner lacks the historian's touch in his approach to the problem. Admiral Eller, to whom I had also written but whose reply was extraordinarily brief in comparison with yours, also spoke of frequent inaccuracies. The Admiral also expressed some skepticism over the basic thesis of the book and seemed to concur in my own doubts. He did feel, however, that Goerner was sincere and earnest; and as an old subordinate of Admiral Nimitz, the Admiral was impressed by the encouragement that Nimitz had given to Goerner.

Neither you nor Bill, much less the Admiral, were prepared to say what you really thought about the basic thesis --that the Roosevelt administration would undertake so sensitive a mission in such an apparently haphazard manner. But I do find very useful in confirming my own doubts the statement in the second paragraph on page 7 of your letter with regard to the role of Mrs. Roosevelt's secretary.

In any case, I am immensely indebted to you for taking the time to write so fully. I can only imagine the number of letters that you get from perfect strangers on a variety of matters, important and unimportant, that must waste your time.

Historical Office
Office of the Director

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ELN -
for Amelia
Earhart
file

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I doubt very much whether I will have an opportunity to stay over, as Bill suggested, when Admiral Eller's committee meets next April. But I will look forward to seeing both of you at the meeting of the American Historical Association in December, alas now removed from Chicago.

Greatfully yours,

Rich

Richard W. Leopold
Chairman

RWL:my

Wm + -
New York,
as you
no doubt
know.

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F, H, O

F07750

August 7, 1969

Honorable George Murphy
United States Senate
Washington, D.C. 20510

Dear Senator Murphy:

I can comment, of course, only on the State Department aspects of Miss Wil M. Gussner's letter to you of July 4 suggesting a "blotting job in Washington" to release information on the disappearance of Amelia Earhart.

I can assure you that all the information available to this Department was made available to Mr. Fred Goerner or his research associates when they were doing the research for Mr. Goerner's book, "The Search for Amelia Earhart". Our files concerning the preparations for Miss Earhart's flight and the search for her are all located in the National Archives and are open there for inspection by any interested party. Later papers on the case, dated in the period for which our files have not yet been transferred to the National Archives, have been declassified and can be made available in the Department on request.

Although we made our new files available for Mr. Goerner's research, I should make it clear that the Department takes no responsibility for the accuracy of his use of our papers or for the conclusions which he has drawn from them.

Please let me know if I can be of further assistance to you in this matter.

Sincerely yours,

William B. Brewster, Jr.
Assistant Secretary for
Congressional Relations

Enclosure:
Correspondence Returned

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DEPARTMENT OF STATE IN/PS/CR/IR Date: 12/8/97
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She will examine the State Department files at the National Archive and I telephoned Mrs. Dowling to be sure that there were no hitches in getting to see the full file.

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DEPARTMENT OF STATE AFFAIRS

REVIEWED BY W.V. Hall DATE 2/28/97

REASON(S) _____

EXEMPT EXISTING MARKINGS ☐

DECLASSIFIED ☐ RELEASABLE ☐

RELEASE DATED _____

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Dear Mr. Sawyer:

I have received your communication of February 7 regarding Mr. Robert Maclett's interest in the disappearance of Amelia Earhart and Fred Noonan in the Pacific.

Since the area of their disappearance comes under the jurisdiction of the Department of the Interior, I have forwarded your inquiry to that department for reply. Further inquiry should be directed to Mr. John Kyl, Assistant Secretary for Congressional and Legislative Affairs, Department of the Interior, Washington, D. C. 20240. Mr. Kyl may be reached on (202) 343-7693.

Sincerely yours,

Kempton B. Jenkins
Acting Assistant Secretary
for Congressional Relations

DEPARTMENT OF STATE IM/IPS/CR/IR 11 Date: 12/8/97

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The Honorable
Harold E. Sawyer,
House of Representatives.

cc: Mr. Kyl, Interior.

EA/ANP:RL/Whittington:rlw
x29690 2/15/77
Control No. 19-1276

Concurrences:
EA/ANP - Mr. Squire
EA - Mr. Silver
H - EAS, SF, EAS/ew

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DEPARTMENT OF STATE A/CDS/HR

REVIEWED BY W.V. [illegible] DATE JAN 28 1978RDS FOR RDS EXT. DATE 12-18-77
TS AUTH. REASON(S)ENDORSE EXISTING MARKINGS ☐UNCLASSIFIED ☐ RELEASABLE ☐RELEASE DATED ☐PA or FOI EXEMPTIONS

April 19, 1977

FOR 68

Dear Mr. Reichak:

Your letter of March 10 to President Carter has been referred to this office for reply. The Government's assumption at the time of the disappearance of Miss Earhart and Mr. Noonan was that they had died in or immediately after a tragic aircraft accident. As far as we know, there has been no conclusive evidence to support any theory contrary to the assumption that Miss Earhart and Mr. Noonan were lost at sea in the vicinity of Howland Island in the Pacific.

Since 1967 all of the Department of State files on Amelia Earhart have been open to researchers. The Department's papers in the National Archives and Records Service contain a bulky file on arrangements for the Earhart flight and a much smaller number of documents relating to the search for Miss Earhart after her disappearance. The entire file is identified as case #10.79611 Putnam, Amelia Earhart, enclosures 1 to 212 inclusive. These documents can be inspected at the National Archives and Records Service or copies can be ordered from that agency, although the cost of copying the entire file would be considerable. Inquiries about obtaining copies of papers in the file should be sent to the Diplomatic Branch, Civil Archives Division, National Archives and Records Service, Washington, D. C. 20408. Most of the Government's documentation on the search for Miss Earhart, however, is in the files of the Navy Department, which conducted the search.

Mr. Edward R. Reichak,
Suite 512,
75 Public Square,
Cleveland, Ohio 44113.

DEPARTMENT OF STATE INVIPS/CR/IR 11- Date: 12-18-77
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The Department of State still has in its files a few papers dated 1967 relating to a review of the Earhart case and an investigation by the Japanese Government of allegations that Miss Earhart was imprisoned on Saipan in 1937. This investigation, we were told, included a search of all available Japanese records and questioning of Japanese officials assigned to Saipan in 1937 and of former Saipan residents repatriated to Japan after World War II. This Government was informed officially by the Japanese Government that the investigation had failed to disclose any basis for the allegations. Copies of the 1967 documents, which have now also been declassified, can be obtained for a fee by writing to the Freedom of Information staff, Room 2811, Department of State, Washington, D. C. 20520. You should refer to file 200.113 Earhart, Amelia and cite that you are making your request under the provisions of the Freedom of Information Act. I hope that this information will be of assistance to you.

Sincerely yours,

FA

Fredrick Amdahl
Director, Operations Staff
Office of the Historian

PA/NO: 100-100000-100000
4/15/77

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PA 1110
SEC, SA-1

November 30, 1978

Dear Mr. Coffin:

This is in response to your letter of November 14 concerning records of the flight and disappearance in 1937 of Amelia Earhart Putnam and Fred Noonan.

The Department of State file on arrangements for the Earhart flight and on diplomatic aspects of the search which followed her disappearance is in the National Archives here in Washington. It is entirely open for research (file 800.79611 Putnam, Amelia Earhart). Inquiries about obtaining copies of documents in this file and about other pertinent documents that may be available in the National Archives should be sent to the Diplomatic Branch, Civil Archives Division, National Archives and Records Service, Washington, D.C. 20408.

Various reviews of the Department of State's records have disclosed no indication that the flight was an intelligence mission or indeed a government mission of any kind. There is, furthermore, no evidence in the Department's files that this Department or any other branch of the Government knew the whereabouts of the two aviators after their disappearance or believed anything except that Earhart and Noonan had died in or immediately following a plane accident.

This Department has still in its files a few papers dated 1960 relating to a review of the Earhart case and an investigation by the Japanese Government of allegations that Miss Earhart was imprisoned on Saipan in 1937. This investigation, we were told,

Mr. Dexter Coffin III,
501 North Lake Way,
Palm Beach, Florida 33480.

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included a search of all available Japanese records and questioning of Japanese officials assigned to Saipan in 1937 and of former Saipan residents repatriated to Japan after World War II. This Government was informed officially by the Japanese Government that the investigation had failed to disclose any basis for the allegations. Copies of the 1960 documents can be obtained for a fee by writing to Mrs. Barbara Ennis, Director, Freedom of Information Staff, Bureau of Public Affairs, Department of State, Washington, D.C. 20520. You should refer to file 200.113 Earhart, Amelia.

I hope that this information will be helpful to you.

Sincerely yours,

Fredrick Aandahl
Director, Operations Staff
Office of the Historian

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PA/HO:DJJohnson/FAandahl:bjm

PA/FOI - Mrs. Ennis